

VIA MARSEILLES]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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Latest Advoices.

PORTS	OUTWARD.		HOMeward.
	From London.	Arrived out.	Received March 16.
JAPAN—Yokohama	Dec. 8	Jan. 28	Jan. 30
Yedo	—	—	" 25
Oosaka and Hiogo	—	—	" 22
Hakodadi	—	—	" 14
Nagasaki	—	—	" 16
CHINA—Peking	—	—	" 18
Tien-tsin	—	—	" 27
Chefoo	—	—	" 26
New-chwang	—	—	" 24
Hankow	—	—	" 23
Kin-kiang	—	—	" 22
Chin-kiang	—	—	" 21
Shanghai	" 15	" 30	Feb. 2
Ningpo	—	—	Jan. 27
Yoochow	—	—	" 31
Formosa	—	—	" 29
Amoy	—	—	Feb. 1
Swaow	—	—	" 9
Hong Kong	" 23	" 31	" 8
Canton	—	—	" 6
Macao	—	—	" 7
PHILIPPINES—	—	—	—
Manila	" 22	" 31	" 8
COCHIN-CHINA	—	—	" 13
Saigon	—	—	" 9
SIAM—Bangkok	" 29	Feb. 8	" 9
BORNEO—	—	—	—
Lahman	—	—	Jan. 23
Sarawak	—	—	Feb. 6
JAVA—Batavia	—	—	" 13
Samarang	—	—	" 6
Sourabaya	—	—	" 7
MALACCA STRAITS—	—	—	—
Singapore	Jan. 12	" 13	" 15
Penang	" 5	" 5	" 10
CEYLON—	—	—	—
Galle	" 26	" 19	" 23
Colombo	—	—	" 21

THE MAILS, &c.

The French mail, with the advices dated as above, was delivered, via Marseilles, on Friday inst., the 16th inst., being three days in advance of its due date. There are no later Japan advices via San Francisco. The next inward (P. and O.) mail from Yokohama 6th, Shanghai 9th, Hong Kong 15th, Singapore 22nd Feb., which is due, via Brindisi, on Monday next, the 26th inst., left Suez on the 15th inst., four days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Arca*, arrived March 15.—From Yokohama: Mr. and Mrs. Johnston, Mr. and Mrs. Coiquet, Mr. Arrivet. From Shanghai: Messrs. Powrie, Higson, Relph, Spence, Mr. and Mrs. Dalgleish, Mrs. Rowley Miller. From Hong Kong: Mr. Roos. From Saigon: Messrs. Boutroy, Bossant, Gellé, Le Peutre, Decanis, Durand, Mr. and Mrs. Esquer. From Batavia: Messrs. Floriten, Arricus, Kramer, Mr. and Mrs. Mansvelt, Mrs. Ledeganeke. From Singapore: Mr. Fabres, Mr. Duarte. From Galle: Mr. Greg, Mr. Weisford, Mr. Strachan.

Per steamer *Menelaus* (Holt's line), due March 24.—From Hong Kong: Capt. St. John, Mrs. Lilly and child.

PASSENGERS OUTWARD.

Per P. and O. steamer *India*, from Southampton, March 8.—To Yokohama: Mr. H. T. Tripp. To Shanghai: Mrs. Lemarcand, Miss Robinson, and two second-class passengers. To Hong Kong: Surg. major J. A. Hanbur. To Singapore: Mr. and Mrs. Dunlop. To Ceylon: Lieut. R. D. London, Captain and Mrs. A. Weighall, Sub Lieut. E. T. Sharpe, and two second-class passengers.

Per P. and O. steamer *Malwa*, from Venice, March 9.—To Shanghai (via Bombay): Mr. J. Mackey.

Per P. and O. steamer *Arca*, from Brindisi, March 19.—To Shanghai: Mr. and Mrs. J. Schonfeld, Mr. Gamman, To Hong Kong: His Excellency Pope Hennessy, wife, and child, Mr. G. Oliver. To Penang: Mr. Bowes, Mr. J. K. Hewick.

Per P. and O. steamer *Ka-die*, from Southampton, March 22.—To Shanghai: Mr. and Mrs. Gilmore and two children, Mr. and Mrs. Drummond. To Singapore: Mr. J. Leishman. To Ceylon: Lieut. E. Berkley.

Per P. and O. steamer *Ceylon*, from Venice, March 30.—To Hong Kong: Mr. C. Hayler.

Per P. and O. steamer *Ceylon*, from Brindisi, April 2.—To Hong Kong: Mr. and Mrs. Odell.

Per P. and O. steamer *Arca*, from Venice, April 13.—To Hong Kong: Mr. A. S. Garfield.

Per P. and O. steamer *Arca*, from Brindisi, April 16.—To Ceylon: Mr. C. M. Hadow.

Per French steamer *Meikong*, from Marseilles, March 25.—To Yokohama: Mr. Galopin. To Shanghai: Mr. Brunat, Mr. Lacroix Cousins, Mr. David Brand, Mr. and Mrs. Bluntichli, Mr. and Mrs. Ristelhuber. To Hong Kong: Mr. and Mrs. Hickling, Mr. Garrels, Mr. J. Gittins, Mr. C. G. Tatham, Mr. Mansfield, Mr. and Mrs. Otto Drishaus, Mr. E. Deschamps. To Batavia: Mr. W. Pells, Mr. and Mrs. Bauer and children, Mr. Groschamp, Mr. E. Buss. To Singapore: Mr. F. Southy. To Colombo: Mr. F. C. Fowle, Mr. W. A. Meis. To Galle: Mr. Black.

Per French steamer *Arca*, from Marseilles, April 8.—To Shanghai: Mr. and Mrs. Aretz, Mr. Mitford, Mr. H. M. M. Gray, Mr. E. Osenbrüggen, Mr. Ward, Mr. and Mrs. Russell. To Hong Kong: Mr. C. Sinclair, Mr. R. M. Gray, Mr. F. Koch. To Singapore: Mr. A. J. Gunn and family. To Colombo: Captain and Mrs. Wilmot.

Per French steamer *Amazon*, from Marseilles, April 23.—To Batavia: Mr. and Mrs. Krusenian. To Colombo: Mr. and Mrs. J. M. Robertson, Mr. F. J. W. Gordon. Per French steamer *Ho-why*, from Marseilles, May 6.—To Yokohama: Mr. Balanche, Mr. Balitte, Mr. Eulpin, Mr. Osouf. To Singapore: Mr. and Mrs. W. Mulholland and two children.

Per French steamer *Anadyr*, from Marseilles, May 20.—To Shanghai: Mr. and Mrs. Cay.

Per steamer *Scindia*, from London, March 17.—To Singapore: Mr. and Mrs. James Cully and four children, Mr. George Smith.

Summary of News from the Far East.

The general aspect of affairs in China is much the same as was indicated by the last mail's news. Efforts are being made to relieve the sufferers from the famine by private individuals, both foreign and native, but there are complaints of a want of sufficient energy in this matter in official quarters. This statement must, however, be taken with some reservation, as such complaints would be certain to be made against the officials let them do what they might. An advance in the direction of improved diplomatic intercourse is reported by the *North China Herald* to have taken place at Peking in the first week in January, when in addition to Prince Kung and the Ministers of the Foreign Board (Tsung-li Yamen), some twenty-five or thirty of the "heads of departments," including the Presidents and Vice-Presidents of the Six Boards, the Han-lin Yuan, and the Censorate, &c., went the rounds of the Foreign Legations on successive days, to wish the compliments of the season in person. The accounts of the actions of Tso-Tsung-tang in the north-west are satisfactory, and, according to latest reports, the Imperialists were actively following up the victory which they gained at Urumtsai. An extraordinary document referring to the collection of lekin dues in Shanghai, and purporting to be of official origin, has been published in a native newspaper at that port. The effect of the regulations there set forth would be to increase both the oppressiveness and the vexatiousness of the tax very considerably, and it is strongly condemned by the English Press. It seems somewhat strange that this further action should be taken under the new Convention, when we have Lord Derby's recent declaration that the Government has not yet decided whether that instrument shall be confirmed or rejected. As bearing upon the question of Chinese immigrants to the United States (which has recently been discussed here and in the American papers, on the basis of the report of the Congressional Committee) it is interesting to note that the Chinese authorities at Peking have been quick to seize the vantage ground left to them, and have made some representations to Mr. Seward, the United States Minister in China, with reference to the usual treatment of Chinese in San Francisco. From Canton we learn with pleasure that Sir Brooke Robertson was recovering. From Hong Kong news is brought that two Government employes have absconded.

Another Chinese gunboat had been launched. Advices had been received of the total loss of the steamer *Singapore*.

From Japan there is nothing new respecting the insurrectionary movements. Some more editors have been fined, but it is now announced that the Press Laws are to be modified. A rock in the vicinity of Idzu, formerly hidden by the water, is now said to be visible. The yacht *Sunbeam*, belonging to Mr. Brassy, M.P., arrived at Yokohama on the 29th January. A farewell dinner has been given to Mr. W. G. Howell, editor of the *Japan Mail*.

Sir William Jervois, Governor of the Straits Settlements, is to leave on his mission to Australia about the 2nd of April. It is understood to be his intention to return to the Straits. Mr. W. E. Maxwell has left for Perak to act as Resident in place of Mr. J. G. Davidson. Mr. P. A. Seth, Warden of the Armenian Church at Singapore, has been ordained a deacon by Archbishop Gregoris. The ceremony is described as imposing. Latest advices report all quiet in Salangore. A memorial is to be drawn up by the Penang Association to the Secretary of State for the Colonies, praying that the Penang Division of the Supreme Court shall not be subordinate to that at Singapore.

A notification of some importance with reference to trade at Sooloo is published by the United States Consul at Shanghai. It shows that the Spanish authorities are recognising the necessity of modifying their restrictive policy in that quarter. The prizes to the scholars in the municipal school at Saigon have been distributed by the Mayor.

At Bangkok the U.S. corvette *Ashuelot*, with Rear-Admiral Reynolds, arrived on the 11th January. The admiral and staff had a public audience with the King.

JAPAN.

YOKOHAMA.

The *Japan Gazette* states that it is reported in the native press that a rock, situated in the vicinity of Idzu, formerly entirely covered by water, is now to be seen above the surface of the sea.

The magnificent Royal Yacht Squadron steam-yacht *Sunbeam*, Mr. Thomas Brassey, M.P., captain and owner, arrived in Yokohama harbour on 29th Jan. from Honolulu, on a cruise round the world.

A public dinner was given on the 24th Jan. in Yokohama to Mr. W. G. Howell, in acknowledgment of his services, during the past seven years, as editor of the *Japan Mail*, from which position he retires. Nearly seventy gentlemen participated, representing the most various social elements of that settlement and the capital. The Diplomatic and Consular Boards, the naval service, the bar, mercantile and scientific interests, and journalism were all active in contributing to the success of the entertainment, which was singularly fortunate in its arrangements, and in the ease and harmony with which they were conducted.

Mr. W. G. Howell, in resigning his position and duties as conductor of the *Japan Mail*, takes leave of the public of Yokohama and its neighbourhood in the following words:—

"This week seven years ago the founder and editor of this journal took up a wholly inexperienced pen to do what in him lay toward the task from which he now retires. If sincerity of purpose may be pleaded as an excuse for the presumption, he offers it in all good conscience, and hopes—he may even venture to say believes—that his plea will be allowed. During this not inconsiderable period—which has witnessed the passing away of one generation and the advent of another, as time is reckoned in an eastern settlement—he has stood face to face with his readers at the close of each week, with no disguise to his mind, expressing opinions upon many various subjects, and holding views which must have often conflicted with the interests, and what is often more sensitive, the *amour propre*, of some of his readers. The inestimable advantage of impersonality, enjoyed by the conductor of a great journal at home, is denied to a journalist here. He may be the friend of the man on whose public conduct his sense of duty calls on him to reflect adversely. The obligation imposed by private partisanship to support his friend even when in the wrong, so far as comports with obligations more sacred still, has for him no existence. Every opinion he expresses must seem superficial or trivial to some specialist whose province it invades. The conditions under which his labours are prosecuted necessitate the formation and expression of rapid judgments, which the limitation of human vision, the fallibility of human judgment, and the strength of human prejudice, unconsciously to its victim, often combine to render weak or erroneous. Called on to express decisions on all those subjects or occurrences, at least of local import, which affect or interest his readers, some of them perhaps very deeply, what wonder if he falls short in reflecting their varied sentiments, hopes, and objects? And if this is so in journals which trust for their accept-

ance to the fidelity with which they express the opinions of their readers, how much more difficult is the task of one who has sought rather to be of service by making his journal the organ of his own mind, fortified, instructed, and corrected by the best advice and opinion at his command. Yet society is gracious to what it believes to be sincere endeavour, however poor may be its fruits; and to this fact the retiring editor of this journal attributes such acceptance as it has found among this community and elsewhere. Of the failings, defects, and deficiencies which he has abundantly shown, no one has so keen a sense as himself, as no one can deplore them so heartily. But a man must be taken and judged of in his totality. If he has fought on the side of right and justice and liberty, if he has guarded, so far as his range and power extended, those great principles which constitute the foundations of human society and the guarantees for human advancement, his weaknesses, shortcomings, and errors will be regarded with a kindly forgiveness, and in this faith—in which he has so strong an interest—the editor very gratefully and cordially bids the readers of this journal farewell."

TOKIO.

On the 25th Jan. Mr. Arai, of the *Akebono Shinbun*, was fined twenty yen at the Tokio Saibansho, for having violated the Press Laws; and the editor of the *Yomiuri-Shinbun*, whose name is also Arai, was fined an equal sum for a similar offence.

A large school-building for the education of young nobles will shortly be constructed at Nichome, Nishikicho, Tokio. Her Majesty the Empress Dowager has given 30,000 yen towards defraying the expense of its construction.

According to a report published by the *Hochi Shinbun*, the Press Laws are to be administered with much less "severity than has hitherto characterised them." We have strong reasons for believing that this statement is well founded, and trust that, before many weeks, it may receive the fullest practical confirmation, and also that the means by which the modification will have been brought about may be made public. For the enactment of the Press Laws, at the time they were decreed, there were abundant reasons. For their execution with the persistent harshness that has been displayed there is neither sufficient reason nor necessity. We believe that there is quite as strong a feeling against the method of their enforcement within certain circles of the Government as there has ever been outside.

One Abe Tamihei, of the village of Saijokuka, in Awa, has probably at this moment an unfavourable opinion of the workings of the ballot system. His neighbourhood was recently disturbed by the operations of a midnight robber, whom nobody could detect. The head of the hamlet being appealed to, he thought himself of a scheme which he lost no time in putting into execution. He summoned the entire male population under his control, supplied them with paper, and directed each to write the name of the person he suspected and deposit his ticket in a box. The result was, that fifteen ballots bore the name of Abe Tamihei, the rest being blank. The astounded object of public distrust was so overcome that he instantly made full confession and was arrested for trial. The *Nichi Nichi Shinbun* says:—"As he is a thief duly and formally elected by public vote, it will not do for him to get off without being suitably dealt with according to law."

CHINA.

PEKING.

The *Peking Gazette* (says the *Daily News*) brings to light a feature of Chinese law which will, we think, be novel to most of our readers. We all know that parents are held more or less responsible for the misdeeds of their children, on the theory that if the latter behave badly they must have been badly brought up; but on what ground a son can be held legally responsible for the acts of his father is a puzzle. Li Hung-chang, however, reports such a case. A labourer in Chihli murdered his master and the latter's two sons. For this crime he has been executed; his son has been branded and transported to the farthest frontier, and his wife banished to a less distance.

The *Gazette* of the 31st December contains a very suggestive decree regarding an unfortunate Colonel who was presented in audience on the occasion of his nomination to the Peking command in Hunan, but was found a person of such a very ordinary and inefficient stamp that he is ordered "back to the place from whence he came." Did the unlucky man fail to bribe the door-keeper, or were his presents insufficient, or did he *kotow* ungracefully, or what was his sin? No one will suppose that the keen eye of the Dowager Empress really detected inefficiency at a glance. There must have been some horrible laches in procedure somewhere.

The *Celestial Empire's* Correspondent writes:—

The tail cutting mania seems at last to have invaded the sacred precincts of the capital. The result at present is only one tailless urchin in a mission school, and as the matter has been put into the hands of the Lord Mayor we shall probably hear of no more losses of this kind. A more serious matter is the recent loss of four copper cannon from the house which surmounts one of the gates. The thieves have been discovered,

but the guns are hopelessly lost, having passed through the melting furnace of some foundry. All the authorities connected with the gate, which is the one through which barbarians coming from Tientsin generally enter, have been invited to enter the Hsing-pu or Board of Punishments, and the authorities will probably get far more copper out of the transaction than has been lost in the guns. Possibly some of the more peaceably disposed of the soldiery having heard that Li Hung-chang has purchased \$750,000 worth of torpedoes, have determined to beat some of the old spears into pruning-hooks, or rather reduce the copper cannon to pots and pans. The result will probably be most unpleasant to the operators. During this cold spell frozen bodies are frequently found in the streets. There are certain inns in which the beggars herd at night, lying together like herrings in a barrel. I heard lately of a gathering of two hundred native Christians at the Holy Sacrament in the chapel of the Methodist mission. This is a cheering sign of progress to the labourers in this part of the field.

TIENTSIN.

The *Daily News* correspondent writes:—The cold is bearing heavily on the poorly clad half famished people who have come to Tientsin in search of aid, and doubtless the same is true of other places as well. Scarcely a day passes that we do not hear of deaths by freezing. It is said that in one temple court a few nights since thirty-six persons perished in one night. Were it not for the numbers who come to Tientsin from other places the suffering here would be comparatively little. The greatest distress seems to be in the districts of Wuting-foo and Lao-ling-hsien, in Shantung, in which section of country the English Methodist Mission has a large and flourishing work. Subscriptions have been raised in Tientsin, Taku, and Peking, amounting to about \$1,000, the greater part of which will be expended in those districts, where, as yet, we hear of very little being done by the native authorities.

A correspondent of the *Celestial Empire* states, under date of January 9, that a considerable number of native banks have failed within a few weeks, owing to rash speculations, scarcity of copper cash, and consequent "runs" on the banks. A general financial panic was at one time imminent, but the issue of a few proclamations had the effect of calming the excitement.

A sad fate has overtaken a quartermaster of H.M. ship *Curlew*, named Price. When out skating he endeavoured to rescue a companion, who had fallen into a fishing-hole, but unfortunately fell in himself, and was drowned; his companion was rescued. The funeral took place on the 9th January.

MOUKDEN.

The attempts made by Tso to increase the taxation have raised much discontent. He appears to have been acting in an arbitrary and high-handed manner, and to have missed his mark to a great extent in consequence. The *Celestial Empire* says the province can bear very much greater taxation than at present exists, and could gradually become reconciled to the main taxes proposed, but the Governor-General's illness of body and weakness of mind must bear the blame of the rash step of making such disproportionate increase at a leap, and of taxing every saleable article, even the most common—if, indeed, he knew anything about it.

A very large proportion, probably about half, the land of this province is owned and cultivated by Manchus, who pay no taxes. Hence, doubtless, the fact, that, notwithstanding the very large population of the province the number of cities is so small compared with the eighteen Provinces, none of which occupies the same extent of territory while few equal or surpass it in population. Hence, too, those cities are most coveted by the philanthropic magistrate interested only in the welfare of the people, where Chinese occupy all the land or the greater proportion thereof. One city in Liao-si is bound to pay Tls. 30,000 per annum to the Imperial Exchequer, but being surrounded by Chinese villages and hamlets, with almost no Manchus, the patriotic magistrate pockets yearly Tls. 20,000, for the city gathers in Tls. 50,000 per annum.

Notwithstanding the energy and activity, the variety and thoroughness of the plans of the late Governor-General for the extirpation of robbery in this province, each and all of those plans have failed, principally because of the enormous tracts of unreclaimed mountain ranges to the N. E., aided by the fact that with his orders he could not put forth the energy requisite to carry them out.

SHANGHAI.

The present mail brings advices from this port to the 2nd February; the French mail from London Dec. 15 was received on the 30th Jan.

The most important news is the issue of a curious Chinese document which the *Herald*, which publishes it, says purports to be the draft of proposed rules for the regulation of lekin under the new provisions, and that the rules appear to have been circulated by the Taoutai among the foreign consuls, and bear very evident impress of their official origin. It adds that instead of

simply stating the plain fact that foreign goods are to be exempt from lekin within the foreign settlements, providing for the definition of what are foreign goods, and warning tax collectors to leave these alone—the rules are chiefly intent upon establishing the converse position and elaborating a system of lekin collection on goods that can be possibly excluded from the benefit of exemption. It is hoped the consuls will object that what they have to do is to exempt certain goods, not to pass rules for the taxation of others.

The above-named paper gives the following:—

At a meeting of the French Municipal Council, the following selections were made—Messrs. Louvier, President; Hennequin, Vice-President; Louvier, Forbes, Millot and Rice, Works Committee; Hennequin, Lang, Vinay, and Voisin, Finance Committee.

The man Edwards, who was lately condemned to a year's imprisonment for complicity in an attempt to rob the steamer *Hapsh*, escaped from gaol, but was recaptured the same evening.

Recently, about four o'clock, a respectable-looking Chinaman accidentally fell into the river from one of the Hongkew wharves, and rapidly floated away with his head under water and his feet in the air. The large quantity of clothing he was wearing prevented his sinking, but although he struggled hard he was unable to right himself. In this way the unfortunate man floated a considerable distance, no effort being made to save him, although there were scores of coolies on the wharves, and sampans near at hand. A foreigner passing down the river in a pair-oared boat, however, noticing some excitement, looked round and saw what he thought was a bundle of clothes in the stream. A slight motion of the apparent bundle undeceived him, and, rowing quickly to the spot, he arrived just in time to prevent the drowning man sinking. With assistance, and at some risk of capsizing, he got him into the boat and took him ashore, and he was then taken in a jinricksha to the Custom-house station, where every necessary attention was given, and he soon recovered sufficiently to be removed by his friends.

As usual at the near approach of the Chinese New Year robberies from houses are becoming frequent, many of them being doubtless facilitated by the carelessness of houseboys in leaving outer doors and windows unfastened after dark, and taking advantage of their master's or mistress's absence to retire to their own quarters, either to smoke or sleep. Early one evening an extensive robbery of this kind was committed at the residence of a foreigner in Shantung-road, the thieves getting clear off with the following valuable articles:—A marble drawing-room clock, a galvanic battery, a lady's gold watch, a pocket case of surgical instruments, two ivory napkin-rings, a cruet-stand, and a silk umbrella. The houseboy admits that the door was left open between six and seven o'clock, that he was tired, and went into the back premises to sleep; while the gatekeeper states that so many persons usually pass in and out that he is not able to say whether any one in particular did so on Saturday evening. Some of the articles above-named possess more than an intrinsic value, and the occurrence should operate as a warning to exercise more than ordinary care with respect to fastenings generally at this season of the year.

The testimonial referred to in the address to the Hon. George F. Seward, in May last, as in the course of preparation for presentation to him, has arrived in Shanghai, and is lying at Messrs. Lane, Crawford, and Co.'s store for public inspection. It consists of a massive silver centre-piece in the shape of a tulip and stand, of chaste design and excellent workmanship in burnished and dead silver, and bearing appropriate ornaments of fruits, flowers, and ears of corn, each handle being supported by what seems to be a typical Indian female head. Both tulip and stand are raised on lions' claws, arranged in pairs, and the general effect is very good. The tulip bears the following inscription:—"Presented by members of the Foreign Community of Shanghai to their fellow resident, the Hon. Geo. F. Seward, on the occasion of his departure for Peking as United States Minister to China, as a token of their regard and esteem.—Shanghai, May 29th, 1876."—Messrs. Tiffany and Co., of New York, were the manufacturers.

Mr. Davenport has left for Foochow on important official business, and, we hear, will be absent about a fortnight.

A temporary reduction in the train service on the Woosung Railway has been necessitated by the illness of two out of the three engine-drivers employed, but it is notified that the regular trains will be resumed.

The *Celestial Empire* has the following:—

A rather uncomfortable rumour has recently gained ground among sportsmen in Shanghai to the effect that the Chinese authorities are contemplating the advisability of placing obstacles in the way of up-country shooting trips. It is even said, though we do not vouch for the report, that posters have been already sent into the interior, and distributed in all those places where foreigners principally resort, calling upon the villagers to resist the intrusion, and not give any assistance to them in any way whatever. We hope that this is not true; indeed, we are sure that the report must be exaggerated. But we do hear on very fair authority that much opposition is felt in certain quarters to the practice of making trips into the interior, though we are not in a position to say whether any actual steps have been

taken towards interfering with it. In Japan regulations have been issued by the Government by which all foreign sportsmen are bound. The first rule is that every foreigner must take out a license, which will cost him ten dollars to begin with. It is forbidden to shoot game between sunset and sunrise, and also to kill any bird which cannot be eaten. Furthermore, a sportsman may not encroach upon any enclosure, even if marked only by a cord or temporary fence, nor may he shoot in any city or town; which last regulation would be a very vexatious one if applied to China, where the interiors of so many towns are as wild and desolate as the outlying country, and form excellent cover for birds. It is said that the regulations are likely to be well received by foreigners, not being in any way too stringent. Indeed, with the exception of the ten dollars' license, and the rule which applies to cities, the regulations go no further than the commonest precautions which would be taken by any sportsman in any part of the world. It might be as well if sport in China were similarly legalised, rather than that it should be the object of covert opposition from the mandarins.

We have received the annual report of the Missionary Presbyterian Protestant Episcopal Church at Wuchang, where a very useful work appears to be progressing under the superintendence of the Rev. A. C. Bunn. The number of patients who have been treated at dispensary, hospital, and their own homes, during the year ending June 30th, 1876, is 4,543. One-sixth of the men were in the habit of using neither wine, tobacco, nor opium, one-sixth wine only, a rather larger proportion having been tobacco-smokers, while four men used opium only. Rather more than a third of the men used wine and tobacco, others being addicted to opium, spirits, &c., in varying proportions. The number of women amounted to nine hundred and seven, who had borne five thousand seven hundred and fourteen children between them, thus giving an average, as Mr. Bunn points out, of six and three-tenths to each woman. Acknowledgment is made to a lady, the wife of a missionary, for most efficient assistance rendered by her in conversing with these women. A short daily service is held in the hospital—a building which has been erected only within the year—and in a chapel, with which the street dispensary is connected, preaching is kept up regularly by the clergy of the mission and the native assistant, for the benefit of the patients-in-waiting, and anybody else who can be attracted thither. The report is confessed by Mr. Bunn to be very unsatisfactory as far as regards the record of several months, a fact which he attributes to his enforced absence from the station with his sick family and his own prolonged illness after their return. He concludes with the following remarks:—"Of the extent to which this branch of our Mission is fulfilling its purpose of aiding the spread of Christianity by exhibiting the Good Samaritan idea I will say no further than that, at the close of a year not without its full measure for me of difficulty and disappointments, I have received from the Chinese, from my brethren in other departments of the work, and from friends in other missions, such assurances that the work is a good one, as they know by its fruits already plucked, that I heartily thank God and take courage."

The *Shanghai Courier* says:—"It is reported that the China Merchants' Company is about to issue a new stock against the purchase of S.S.N. steamers and real estate, with a capital of £3,000,000 at £125 per share. The officials will thus have a good opportunity of investing the savings that they have made during their term office, which is, of course, a very legitimate form of commercial enterprise."

HONG KONG.

Our advices by this mail extend to the 8th February; no later mail from London had arrived out.

Another of those unfortunate scandals which are becoming now so common in China has attracted some attention. The *Daily Press* of the 7th February gives the following suggestive paragraph:—"We are informed that Messrs. R. P. Webster and Rowe have left the public service of Hong Kong without giving the usual notice. We understand that on a survey of the stores which were in charge of these two officers there are no deficiencies. Messrs. Webster and Rowe appear to have left in a hurried manner in order to avoid their creditors,"—and the papers of the following days contain accounts of the proceedings taken by the said unlucky creditors. The present affair is not of the magnitude of some which have occurred, but runs very much in the same direction. A more serious affair has, however, come before the Police Magistrate, one Thomas Coales being charged, on the complaint of Mr. F. Pereira de Silveira, deputy commissary of the Ordnance Department, with absconding from Her Majesty's service, and with embezzling 8,626 Snider cartridges of Her Majesty's stores. The case was part heard and adjourned for further evidence.

A fatal accident has happened to Mr. George Grey, lately second officer on board the British steam-ship *Estepona*. The deceased, on the night of the 31st January at eleven o'clock, left the Sailors' Home, where he was residing, accompanied by John W. Godley, chief officer of the British barque *Presto*, and they both went on board of the latter vessel, lying on Mr. McDonald's Patent Slip. In some way or other the deceased fell from the

rail of the ship into the bottom of the dock and smashed his head; he was taken up insensible and did not speak again. The jury returned a verdict of accidental death.

The following items of news are taken from the Hong Kong *Daily Press*:—

We regret to learn that the agents (Messrs. Gibb, Livingston and Co.) of the *Singapore* have received a telegram to the effect that that steamer has been totally lost on a sunken reef off an island in the Cumberland Group. The crew and passengers were saved.

We are informed that as a reward for the alacrity with which the crew of Mr. Wohler's boat picked up the persons thrown into the sea through the capsizing of Mr. Lording's boat, that gentleman has sent a sum of money to be distributed amongst them.

It is satisfactory to be able to announce that Sir Brooke Robertson is decidedly better, and is now progressing steadily towards recovery from day to day.

Another gunboat for the Chinese Maritime Customs has been launched. She was built at Capt. Sands's Patent Slip, and is a vessel of seventy tons. Her dimensions are as follow: Length, over all ninety feet; beam, fifteen feet; depth of hold, five feet. She is constructed to run eleven knots an hour, and is fitted with a ram. She was christened the *Le-she*, by Miss Hopkins, daughter of Captain Hopkins, of the steamship *Rajanattianuhar*.

CANTON.

The correspondent of the *Daily Press*, under date of January 5th, writes that the usual distribution of cotton jackets to the beggars and poor people by wealthy merchants in the city had begun. Two merchants had given away each about a thousand articles of apparel, one in Canton, and the other in Honam.

In the *Peking Gazette* of the 31st December a report appears from the Governor of Kwang-tung, regarding the embezzlement of some £3,900 by one of the military officers who took charge of the construction of the forts at Bocca-Tigris. The result is that the offender has been degraded, pending an investigation into his conduct.

Daring robberies continued to be as prevalent as ever in the neighbourhood of Canton, and in the villages outlying. The people have appealed to the authorities to put down the robbers, and it is said that the soldiers have been ordered to suppress them. But the measures taken rarely prove effective, and the robbers soon recommence their operations. Until the province has some police system there is little chance of any permanent improvement in its condition.

COCHIN CHINA.

SAIGON.

On the 17th Jan. the prizes were distributed at the Municipal Schools of Saigon. The *Independent* notices that, contrary to custom, the Governor did not honour the ceremony with his presence, but the *fete* was none the less cordial and charming. The parents of the children and the notabilities of the town formed a large audience, and the prizes were distributed by the Mayor.

SIAM.

BANGKOK.

The *Recorder* has the following summary of news:—

The King has returned from his trip to Chantaboon. We shall probably have a full account of the visit in the *Government Gazette* of next week. Many of the prominent officials of Bangkok have been absent recently, but all things have moved on much as usual.

The citizens of Bangkok are to be honoured by a visit from Admiral Reynolds, of the U.S. Navy, and two vessels belonging to the Asiatic Squadron in a few days. Admiral Reynolds will come in the *Ashuelot* and will remain until the arrival of the flag-ship, when it is said he will proceed to the Australian Colonies, stopping at Singapore on the way thither.

The following notification has been issued:—

"Whereas information has been laid before me that certain persons now engaged in trade or otherwise employed within the limits of the kingdom of Siam and its dependencies are unlawfully claiming the protection of this Consulate by representing themselves to be the agents of American citizens, I hereby give notice that the name, nationality, and occupation of every agent or servant in the employ of citizens of the United States of America must be registered in this Consulate on or before the 15th day of February, 1877.—DAVID B. SICKELS, U.S. Consul."

The proceedings of Mr. Partridge, late U.S. Consul at Bangkok, are undergoing investigation. The present Consul, D. B. Sickels, on his arrival went to work to thoroughly investigate and bring to light the causes of the scandal and complaints connected with the U.S. Consulate in Siam. He issued an order that all holders of licenses from the U.S. Government should present said license at the U.S. Consulate for registration. Up to this date but comparatively few of the licensees have presented themselves; still full enough to reveal the character of the late

U.S. Consul's dealings. Some of these licenses were drawn in the name of men who left Siam years ago, and long since have been reported dead. Some of these dead men, who though dead still carried on the whisky trade, were Americans, and some Frenchmen. Some licenses were issued in the name of parties without their knowledge or consent. In some instances impressions of the U.S. seal were taken on slips of their paper, and then pasted upon the license. In these cases there was an attempt made to swindle both the United States and the licensee. One Chinaman has presented fifty papers, which he purchased of Partridge and Son at about \$25 per license; these papers the Chinaman, in his capacity of American citizen, sold, and forged the names of others to the papers, as suited his pleasure.

The *Siam Weekly Advertiser* of Jan. 18 has the subjoined items of intelligence:—

The U.S. steamers *Tennessee* and *Ashuelot*, belonging to the naval force on the Asiatic station, arrived at the mouth of the Menam river on Thursday afternoon, Jan. 11. The following afternoon the *Ashuelot*, with Rear-Admiral Reynolds and staff on board, steamed up the river, and before she had dropped anchor in front of the Consulate the U.S. Consul was on board to welcome the Admiral and his officers to Bangkok.

On the 27th the Admiral and staff were presented by the Consul to the Minister of Foreign Affairs, and received by him in a most cordial manner. The commander of the *Ashuelot* and several officers of both vessels attended divine service on the Sabbath. The Rev. Mr. McDonald, of the American Presbyterian Mission, conducted the worship. On Monday the officers paid their respects to his Excellency the Minister of War. On Monday afternoon the Admiral and the naval officers attended a garden party at the splendid grounds of the Minister of Foreign Affairs, on which occasion the band of the *Tennessee* furnished the music. It was a very enjoyable affair, and attended by the largest number of Europeans ever assembled in Bangkok.

On the 30th the Admiral and staff, the officers of the *Tennessee* and *Ashuelot*, and the U.S. Consul, had a public audience with his Majesty the King of Siam, and the presentation was pronounced the most brilliant State affair of the kind that has ever occurred in Siam. The Admiral and his officers were conveyed to the Royal palace in the King's private carriages, from Falck's Hotel, where the Admiral and his lady are stopping, and when reaching the palace gate a loud-mouthed welcome was thundered from brazen-throated guns on the esplanade. The audience with his Majesty was quite brief, but the Admiral's address and the King's reply were full of the warmest expressions of good-will and friendship.

STRAITS SETTLEMENTS.

SINGAPORE.

The present French mail brings advices from this port to the 15th February; the French mail from London Jan. 12 was received on the 12th February. We take the following items of intelligence from the *Straits Times*:—

We are informed that H.E. the Governor received a telegram from the Secretary of State, requesting him to proceed to Australia to report upon the defences of the Colonies. The request was conveyed in such terms that his Excellency could not well refuse to accept the mission, honourable and complimentary as it is in itself. Sir William Jervois has therefore resolved to go, and will leave here about the 2nd April, accompanied by his Private Secretary, Lieut. McCallum, R.E. Lady Jervois and the Misses Jervois, with Captain Paton, A.D.C., will proceed to Europe about the same time. His Excellency's stay in Australia will probably not exceed six months, and he will then return here and proceed to Europe. It is, we believe, his Excellency's present intention to return again to the Straits.

In consequence of the resignation of Mr. J. G. Davidson, and his request to be relieved as soon as possible, Mr. W. E. Maxwell left for Perak to act as Resident in his place, as a temporary arrangement, and pending instructions from home. It is reported that there is every probability of Lord Carnarvon conferring the permanent appointment upon Mr. Hugh Low, who has been long in Labuan, and administered Government there for nearly ten years, and who is said to stand high at the Colonial-office. Among other changes rumoured in Perak it is said that Capt. Speedy goes to Durian Sebentang, and that Mr. Paul has been appointed to Laroot.

We understand Major Dunlop's application for twelve months' leave has been granted by the Governor in Council, and he will leave very shortly for Europe. Captain Walshe will, it is stated, in addition to his own duties as Senior Police Magistrate, perform those of Inspector General of Police until the arrival of Mr. Gottlieb, who is expected in about three months hence, and is deputed to take Captain Walshe's place as Senior Police Magistrate. Mr. Skinner will proceed to Province Wellesley to take up Mr. Gottlieb's position there.

Mr. Willans, we are informed, intends to leave for Europe early in March, and Mr. Trotter will for three months perform the duties of Treasurer-General, in addition to those of Postmaster-General, until the arrival of Captain Ord, who will act

as Postmaster-General. It seems strange that arrangements could not have been made by which the change of officials should take place without putting upon some the strain of having to carry on the work of two offices at once. It is generally admitted that the police magistrates are overworked, and it is certainly a novel way of improving matters to require the senior police magistrate to do the work of Major Dunlop in addition to his own for the next three months. Might we ask, was the application of Major Dunlop for leave so sudden that the Government was left no other alternative? And even if it were so there seems no reason, so far as we can see, why Mr. Gottlieb's place should not at once be filled by Mr. Skinner. Also, it seems unfair to Mr. Trotter to require of him to fulfil with credit, as he would desire to do, the positions of Treasurer-General and Postmaster-General for three months.

The ceremony of the ordination of a deacon by the Archbishop Gregoris took place in the Armenian Church, Hill-street, in the presence of the Armenian community and a number of other residents. The ordination service began about a quarter-past five o'clock, and after several portions of the Armenian liturgy had been read, the Right Rev. Archbishop entered from a side door dressed in a gorgeous robe, and wearing a brilliant mitre, having in his left hand a cross and in his right the emblematic crook. The warden of the Armenian Church, Mr. P. A. Seth, was then ordained a deacon, the ceremony consisting of kneeling before the archbishop, anointing with oil, consecration, bestowal of the archiepiscopal blessing, and investiture with a deacon's silk band. His Grace the Archbishop then delivered a short address and dismissed his hearers with his benediction.

Private advices report all quiet in Salangore, and everything proceeding satisfactorily. The revenue at Klang for January is said to have reached \$21,000.

The United States flagship *Tennessee*, with Rear Admiral Reynolds on board, left for Manila, after which she goes to China and Japan, the original order to proceed on a cruise to Australian waters having been countermanded.

Captain J. A. Poland, R.N., of H.M.S. *Juno*, and Senior Naval Officer on this station, left for Hong Kong in H.M.S. *Himalaya*, on temporary leave, and Commander Anson, of H.M.S. *Maggie*, will be in charge of the *Juno*, which will leave on a cruise to Sarawak and Labuan. The command of the *Maggie* will devolve upon her first lieutenant.

The British steamer *Strathairly* reports as follows:—Had 801 pilgrims when left Jeddah; 18 died on the passage to Penang, of whom 2 were drowned, 4 died of small-pox, and 12 of old age and exhaustion. Had 2 sick of small-pox on arrival at Penang who were put on shore at the quarantine station on Pulo Jerajah, with the others, 270 in all; have now on board for Singapore 514 pilgrims, all in good health.

The *Gazette* contains the following returns of the average note circulation of the three banks during the month of February:—

Oriental Bank	...	...	...	...	\$177,860
Chartered Bank	...	...	...	...	525,410
Mercantile Bank	...	...	...	...	454,620

The circulation of the two banks in Penang during the same period was as follows:—

Chartered Bank	...	...	...	...	\$160,700
Mercantile Bank	...	...	...	...	345,730

A private telegram has been received announcing briefly that Mr. Wirth, a planter at Langkai, has been murdered there.

The *Straits Times* has the following on the Native States:—Now that Mr. Birch's murder has been amply, if slowly, avenged, and that Native States affairs are, or are supposed to be, managed in accordance with the nebulous wishes of the Colonial-office, it is to be sincerely hoped that our own little local affairs will have the exclusive attention during this year of the Government. The year is young yet, and it will be well to take time by the forelock and consider what are the most pressing matters requiring attention, so that a well-devised and practicable programme may be sketched out of what should be undertaken. During the past year many subjects were urged upon the attention of the Government, and they were all promised to be taken into consideration or referred for solution to the Secretary of State. Either answer could not well be taken exception to during the past year, but both were exactly like promissory notes, which fall due and must be taken up during this year, or the credit of the Government will be seriously damaged. The most important subject which should be settled during the year is that the administration of justice should be finally put in proper working order. That is a question which takes precedence of everything else, and it is to be supposed that the Government are now fully alive to its importance and have made such urgent representations to the Secretary of State as will soon put an end to the present most scandalous position of affairs. If Lord Stanley of Alderley or the Aborigines Protection Society and other Home philanthropists really wished to do the Settlements and the Native States a service, they could not do better than interview the Earl of Carnarvon and ask his lordship for an intelligible explanation of his treatment of the Settlements in the matter of judges since the time he sent Sir William Hackett to the Fiji Islands. Lord Stanley could not have had a better occasion for cornering the clever Welsh earl, and so obtaining some amends for his defeat on the Perak "little war" debate in the House of Lords early last year.

PENANG.

The *Gazette* has the following:—

The Acting Chief Justice, Mr. Ford, will shortly arrive in Penang, and will open the Criminal Sessions. He will not, however, be able to do much on that day, we expect, as the Chinese New Year festival commences on it, and, consequently, neither interpreters nor witnesses are likely to be found when called for. Some fifteen cases have, we learn, been sent up to date for trial at the Sessions, and before it opens there are likely to be four or five more, so we do not expect his Lordship will be able to close them till about the 25th Feb. at the earliest. He has then to hear some criminal appeals, after which, to dispose of several cases in the Ecclesiastical Court, and finally to dispose of innumerable suits on the summary and plea side of the Court.

At a meeting of the Penang Association it was resolved—“That Messrs. C. W. Rodyk, F. J. C. Ross, A. Clarke, E. F. Thomas and Gregory Anthony be appointed a Committee to draw up a memorial to the Secretary of State for the Colonies, praying that the Penang Division of the Supreme Court of the Straits Settlements shall not be subordinate to the Singapore Division of the said Court, and that two Judges be appointed to Penang, one of whom shall be styled Judge of Penang.”

THE ATCHIN WAR.

An engagement has been reported in which the Dutch attacking force was divided into two columns, and the manoeuvres were so successfully carried out that a panic arose among the Atchinese. They retreated from the populous district called Lamngah, which was then occupied by the Dutch, who also having taken Krung Rayah are now masters of the greater part of the coast of Atchin Proper. The Dutch then attacked Lambaddah, the principal stronghold of Tunku Payah, meeting with severe resistance, but with a loss of only four killed and ten wounded they captured the place, together with twelve pieces of cannon. Lambaddah and Lamngah are both places of importance, where the Atchinese had made considerable warlike preparations.

THE TWELVE PROPOSED REGULATIONS FOR THE EXEMPTION FROM LEKIN OF REALLY FOREIGN GOODS IN THE SETTLEMENTS.

The *North China Daily News* gives the following rough translation of the document printed in the *Shunpao*, which purports to be a draft of proposed rules for the regulation of lekin under the new provisions:—

1. It will be necessary to make a list of what are really foreign goods, and write them one by one on a painted board, and likewise take whatever foreign or native goods there are one by one and write them on a board to be hung up in the Foreign Custom-house. This will be convenient in order that they may be distinguished clearly at the time, and likewise in order that the lekin officers may, in accordance with lists of goods so made, allow them all to pass free of lekin.

2. Although it has already been settled that goods in the Foreign Settlements shall be free of duty, yet opium has not hitherto been treated in the same way as other foreign duties, and is not allowed to pay transit dues, thus distinguishing it from other goods. In the trade regulations hitherto made there was a special clause to this effect. The regulations made at Chefoo for unifying the duties have not yet been settled, but it is required to be immediately resolved upon, and the amounts decided. In the matter of opinion it is not only clearly decided that it will not be free from duty in the foreign settlements, but in unifying the tariff before referred to it will be necessary to settle the amount leviable upon it, and likewise the date from which the regulation shall take effect.

3. When cargo vessels arrive in port the Custom-house will depute an officer in conjunction with a man likewise deputed by the native collectorate to examine together what are really foreign goods. Custom-house officers will then impress in the seam of the bale a seal certifying that they are truly foreign goods to avoid subsequent confusion.

4. The lekin office will depute an officer in conjunction with the Custom House officer to examine what goods have on them this seal, and then likewise add the characters (Free of duty in the Foreign Settlements). This will avoid disputes when the goods are sent into the interior, and prevent foreign goods from suffering. Another day, when goods are being sent elsewhere, if it is found that they have not on them this stamp, although they are foreign goods, it will be apparent that they have not on that day paid half duty and not been examined, and if they have not paid half duty they will be treated as native goods.

5. It is now settled that foreign merchants' goods within the Settlements, or their goods sold to Chinese, shall all be free of duty; and this must be respectfully adhered to. But the native goods in the Foreign Settlements are also numerous; excepting foreign goods that are free of duty—all these goods, viz., from the interior, Canton, Foochow, or such like places—will still be subject to lekin dues, and to be examined in accordance with the regulations now standing. All the officers for the collection of these dues will have, as before, to examine all goods in order to prevent smuggling.

6. When original goods are re-exported examination will be made whether the seals certifying their foreign origin and their right to be free of lekin have not been in the least torn or removed, and they will then be treated according to the regulations for the re-export of foreign goods. If they do not tally and are different from when they were originally sealed, it is decided to request that they be treated according to the smuggling clause and confiscated.

7. All native goods in the foreign settlements, when exported into the interior, will have, according to previous regulations, to be reported at the lekin office; when a permit will be issued to facilitate the examination upon their passage, and that merchants may not suffer from delay.

8. Chinese goods carried by foreign vessels and vessels having foreign registers, although having paid duty at the Custom House, have not hitherto been allowed to pay transit duty, and will still be treated accordingly, in order to show the difference between native and foreign goods.

9. When foreign goods have paid the transit dues and a duty certificate has been issued to them, the lekin officer will compare them with the pass, and if no other goods have been packed up with them they will be immediately passed. The wrappers of foreign goods having on them the two seals referred to, examination on their arrival at the barrier will be more quick, and the merchants will not be delayed.

10. All kinds of foreign goods that are sent out of the Settlements with a transit pass will on examination, in accordance with the regulations, be free of lekin. Those that have not a transit pass, on meeting with a Customs barrier will pay duty, and on meeting with a lekin barrier will pay lekin.

11. Foreign goods now in store in godowns, after the Chinese have bought them, will, upon being cleared, be reported to the Custom House, and the Commissioner will send a man in conjunction with a Weiyuen and place a seal on the goods which have been bought for export, to facilitate their exemption from lekin in the Settlements and to put them in accordance with the new regulations.

12. The examination of native goods belonging to native merchants in the Foreign Settlements is the business of China and China will herself manage it. Native produce is no concern of foreigners. If foreigners come forward as shields, to the slightest detriment of China's sovereignty, it will be asked that they be fined according to law.

Market Reports.

(For dates see first page.)

IMPORTS.

CHINKIANG.—Messrs. Spencer and Wolff write as follows:—In our last report we referred to the fact that the local dealers showed some inclination to purchase, anticipating an active demand at advanced rates after the Chinese New Year; the prices they offered, however, were very low, consequently few parcels changed hands. The rates paid also were irregular, and as the business was entirely of a speculative nature quotations would afford no indication of present values. From Shanghai we hear that there have been heavy falls of snow, which is probably the cause of the dealers appearing so very sure of a good demand in the spring, as this province usually takes a large supply of cotton goods from here, although last year, owing to drought and locusts the demand was only about half what it is under ordinary circumstances.

SHANGHAI.—The market both for Piece Goods and Woollens was extremely quiet. Auction sales, Grey Shirtings, 8½ lbs. 20,450 pieces, at Tls. 1.75½ to 1.75¼ per piece for Red Ram; Tls. 1.71½ to 1.70 for Red Lion, Tls. 1.67½ for Yellow Lion, Tls. 1.74½ for Yellow Ram, Tls. 1.62½ for Blue Lion, Tls. 1.61½ to 1.60½ for Green Lion, and Tls. 1.28½ for Green Peacock; 5,000 pieces 7 lb. at Tls. 1.28 for Blue Lion, and Tls. 1.20 for Green Lion; and 800 pieces 6 lb. Peacock at Tls. 1.05 per piece. T-Cloths, 7 lb. Green Ram, Tls. 1.10 to 1.17½; Drills, 810 pieces 14 lbs. Peacock, at Tls. 1.85 to 1.84½; and 350 pieces Jeans, Red Peacock, Tls. 1.51½ per piece. Metals: A faint inquiry obtained for Quicksilver at previous quotations, but holders were asking higher prices. Tin Plates were slightly dearer, but in very little request. Iron and Lead were quiet, but rates seemed inclined to harden.

MANILA.—After the departure of last mail the Piece Goods market became more active, and a fair amount of business had occurred in the interval. As importers found difficulty in moving their stocks of Plain Staples at the rates demanded last month they had given way a little, and dealers had taken advantage of the reduction to supply their wants. Coloured goods continued in good demand, and remunerative prices were readily obtained for suitable parcels.

BANGKOK.—Grey Yarns were very scarce, and in consequence a slight rise had occurred on their last values; 18-24s were quoted Tic. 155, 30s Tic. 163, 40s Tic. 175 per bale. In Grey and Fancy Goods and Coloured Yarns a fair business had been done at previous quotations.

BATAVIA.—Messrs. Houghton and Co.'s Circular says:—We have no special change to report, business being quiet, in accordance with the season of the year. The continued rise in prices of Cotton Goods in Manchester is, however, having its effect here, and whenever the retail demand improves, which we expect it will do whenever the Chinese New Year festivities next month are over, we look for a material advance taking place in the price of all our staples. Exchange has further gone against buyers, the Banks' drawing rate on London for 6 months' sight Bills being f.11.82½ per £. On Holland the rate is f.101½.

per cent. 6 months' date. On Singapore f.2.60½ per dollar. Specie: English and Australian Sovereigns we quote at f.12.10 to f.12.35 each. Mexican dollars nominally at f.2.30 each.

EXPORTS.

TEA.

SHANGHAI.—Black: There had again been a fair demand, the settlements comprising:—Oopack, 1,000 chests, at Tls. 13½ to 15½; Oanfa, 1,500, at Tls. 11½ to 12; Oonam, 1,500, at Tls. 10½ to 11; Ningchow, 1,000, Tls. 14 to 18½; total, 5,000 chests. The very low rates current had turned buyers' attention to the stock, which was being rapidly absorbed; about one-third of the settlements being for New York. At the current low rates the market was quite firm, the excess in export from this port being equalled by the deficiency in Foochow. Supplies had come to an end, and it would not be long before the present moderate stock is cleared off, and the season closed. Green: There had again been a fair business in these kinds, the total settlements being:—Teenkai, 2,000 half-chests, at Tls. 27 to 28; Moyune, 5,000 half-chests, Tls. 28½ to 31½; Fychow, 2,000 half-chests, Tls. 19½ to 23½; Shanghai, 1,000 half-chests, Tls. 19; total, 10,000 half-chests, against 3,500 half-chests to corresponding date last season. The arrivals during the week had been very trifling and but little more was expected, but the total to date was already very little less than last year's. The operations for the week had been about half for London and half for New York, and prices were still considerably above those ruling in the latter market. As usual the near approach of the New Year had made tea-men anxious to sell, and prices showed a decline from one to two taels, at which they were still ready to dispose of the remainder of what they hold, and get back to the country to commence operations for the coming season.

	1877	against	1876.
Total arrivals	427,000 half-chests.		429,000 half-chests.
Settlements & shipments	355,000 "		391,000 "
Stock	72,000 "		38,000 "

FOOCHOW.—Messrs. Westall, Galtou, and Co.'s Weekly Letter says:—The business of the week has comprised 1,338 chests of Congou, which have been taken at about former values. Owing to the scarcity of tonnage, a large amount of Tea is still awaiting shipment. Congou: The stock is now reduced to 1,300 chests. Souchong, Oolong, Flowery Pekoe, and Scented Teas: No stock on offer. The export to Great Britain and the Continent of Europe is 54,038,160 lbs., against 63,094,100 lbs.; to the colonies, 15,730,202 lbs., against 15,099,603 lbs.; to America, 665,141 lbs., against 974,665 lbs. at the same time last year.

SILK.

SHANGHAI.—The *North China Herald* Report says:—With the exception of a good business in re-reels, the larger portion of the 600 bales taken being consignment or on joint account with natives, there is but little to report of our market this week. A few bales of Buffalo chop have been purchased at Tls. 512½ per picul for the No. 2, for Blue Elephant Tls. 515 would probably be accepted, and a bid at the commencement of the week of Tls. 565 for Yalkee chop No. 3, has, it is said, been refused. Market chop Tsatlees are in the case of some weak holders quite Tls. 30 lower than they were a fortnight since; Taysams remain in very small demand at Tls. 5 to 10 cheaper than last mail's rates, and re-reels show but little change at Tls. 475 for common to Tls. 570 for fair cargo. As far as can be ascertained the stock of Tsatlees here is limited to within 4,000 bales; arrivals continue insignificant (since Dec. 1 last the total is 1,250 bales), still the home market value for all Silk appears uncertain, and the late improvement in prices is quite lost again with the news to hand by telegram that the chances of war in Europe are very unlikely. Settlements since Jan. 24 1,000, against 300 same period last season; total settlements and reshipments to date 65,000, against 61,000; stock estimated at 17,000, against 4,000.

MISCELLANEOUS.

SHANGHAI.—There have been foreign speculators at work in Cotton who had pretty well cleared the market of such parcels of fair to fair med. staples as were offering for cash. Their operations had strengthened the position already, and better news from Hankow was expected to cause an immediate advance in prices. The receipts were visibly diminishing, and would not probably be larger until after Chinese New Year.

MANILA.—Messrs. Smith, Bell and Co.'s Circular says:—Sugar: A few days after our last Circular was issued purchases of Extra were made at \$5.75 per picul, but telegrams quoting a further decline in Europe having been subsequently received; the market is now much weaker, and as dealers have shown more willingness to meet the ideas of purchasers, some contracts for Superior have been booked at \$5 per picul for forward delivery. Unclayed Sugar has also declined in value to some extent, but as the receipts are small yet, prices are still comparatively high. We quote:—Taai, £13 5s. 8d.; Cebu, £13 15s. 2d.; Ilo Ilo, £13 15s. 2d.; Cebu Superior, £17 16s. 8d. Hemp continues very dull, and prices have declined considerably. There have been sales during the fortnight at prices ranging from \$5.75 to 5.25 per picul (£24 0s. 3d. to £22 3s. 5d.), and the latter may be called to-day's value. A good deal of Hemp, however, is still stored for higher prices. Coffee: Latest telegraphic advices having been unfavourable for the article, the price has declined to \$20.50 per picul (£78 9s. 3d.). We estimate that 4/5000 piculs of the new crop have already arrived.

BANGKOK.—The *Booneo Company's* Circular says:—Paddy of the new Nassuan crop is now arriving daily in large quantities, but though holders are eager sellers on account of the approaching New Year Holidays, prices have declined but slightly, and Mill Cleaned Rice is still selling at \$1.55 per picul for ordinary China cargo, in Mats, with a fair demand for immediate delivery. Buyers are in the market at \$1.50 for delivery in a fortnight, but as yet we hear of no settlements. There is no Namuan Rice procurable. Native cleaned Cargo Rice is

worth Tls. 54.5 per coyan. White Rice for the Straits is in good demand at Tls. 66.7 per coyan (\$2.21 per picul in Mats f.o.b.), while for best quality Tls. 73.4 per coyan (\$2.44 per picul in Gunnies f.o.b.) would be paid. Black Pepper: The only sale reported is of Piculs 120 at Tls. 12½ per picul, while for piculs 150 in stock not even Tls. 12½ per picul can be elicited (\$3.30 f.o.b.). A small lot of White Pepper is offered at Tls. 22 per picul (\$14.31 f.o.b.). Sticklac: About piculs 900 have found buyers at Tls. 17 to 19 per picul according to quality, but there is little animation, and piculs 200 Good Medium now in stock are offered at Tls. 19 per picul without success (\$13.85 f.o.b.). Tees: Only 150 coyans have arrived during the month, and prices have continued to rise to 87.8 per coyan for Namuan, Tls. 90.91 per coyan or Suphan. (\$3.33-6 per picul and \$3.43-7 per picul f.o.b.). Supplies are still wanted for China, and next sales will probably be at higher rates. Sapanwood: 7-8 pieces uncleaned are worth Tls. 1½ per picul (\$1.81 f.o.b. cleaned). Buffalo Horns are very scarce and have advanced to Tls. 14 per picul for 3 lbs. (\$9.23 f.o.b.); Tls. 15 per picul for 4 lbs. Buffalo Hides are in rather better inquiry at Tls. 11½ per picul (\$8.19 f.o.b.), and Cow Hides are much wanted at Tls. 20½ per picul (\$14.04 f.o.b.). Gamboge; 13 piculs were sold at Tls. 81 per picul (\$56.11 f.o.b.), and there is none now obtainable.

BATAVIA.—Messrs. Houghton and Co.'s Circular says:—Arrack, 4 per cent. overproof, we still continue to quote at f.165 per league of 133 imperial gallons. Cloves: In these there is little doing, nominally we value them at f.95 per picul. Coffee, Java, continues in active request at high rates, say at f.65 to f.66 per picul for ordinary preparation; of West India preparation there is none offering. Gum Damar remains at our last quotation of f.37 per picul. Indigo we value at f.3.50 to f.3.80 per Netherlands pound. India-rubber: Sales have been made at f.90 to f.100 per picul. Gutta Percha: In this there is nothing doing. Hides are procurable at f.0.22 to f.0.25 per lb. for Buffalo, while Cow commands f.0.35 to f.0.45 per lb. Mace: A small parcel lately changed hands at f.140 per picul. Nutmegs are a little higher, but only small transactions are taking place at f.100 to f.125 per picul for nuts in the shell. Pepper, Black, we value at f.20 per picul; do. White, is procurable at f.45 per picul. Rattans: Borneo first quality is valued at f.12.50 to f.14, and Padang at f.13 to f.15 per picul. Rice has advanced, first quality Batavia being now worth f.210 to f.220, and second quality f.180 to f.190 per koyang. Sugar still continues in very good demand. For immediate delivery sales have been made at f.19.75 per picul for No. 14, while for delivery from the growing crop contracts have already been closed at f.16 to f.16½ per picul, the latter both for first receipts of selected numbers, and for whole crop delivery being on the coast. Of Chinese manufacture, delivery here, sales have been closed at f.14 per picul for colour No. 9. Generally the position of the article is very strong.

EXPORT OF TEA AND SILK—SEASON 1876-77.

TO GREAT BRITAIN.

Date.	TEA.					Silk, bales and Cases.
	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	
From June 1, 1876, to Jan. 31, 1877	81118116	54625573	2560045	18087564	156391298	4,980
From June 1, 1875, to Jan. 31, 1876	7331170	59318379	2031843	13692411	154384432	3,125

TO THE CONTINENT.

From June 1, 1876, to Jan. 31, 1877	...	...	...	...	5399946	Bales & Cases 52041
Do. do. 1875, to Jan. 31, 1876	...	...	...	...	10470304	4,135

TO UNITED STATES OF AMERICA.

From June 1, 1876, to Jan. 31, 1877	...	...	...	...	39378019	Bales & Cases 5650
Do. do. 1875, to Jan. 31, 1876	...	...	...	...	4742909	7769

TO AUSTRALIA

From June 1, 1876, to Jan. 31, 1877	...	...	...	...	16,548,97	
Do. do. 1875, to Jan. 31, 1876	...	...	...	...	16,106,325	

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...	1864 to 1865	121,356,870	32,315
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,012	62,890
1846 to 1847	63,972,000	22,144	1866 to 1867	118,423,299	50,052
1847 to 1848	77,327,800	61,283	1867 to 1868	116,890,130	57,449
1848 to 1849	92,240,300	50,481	1868 to 1869	112,789,804	70,917
1849 to 1850	76,990,255	68,315	1869 to 1870	130,710,193	63,807
1850 to 1851	65,789,792	83,134	1870 to 1871	131,999,850	81,249
1851 to 1852	85,560,452	64,169	1871 to 1872	119,774,295	54,589
1852 to 1853	90,066,160	70,614	1872 to 1873	111,869,262	57,263
1853 to 1854	109,854,040	79,199	1873 to 1874	114,588,627	47,373
1854 to 1855	121,278,580	72,887	1874 to 1875	161,964,407	85,109
1855 to 1856	117,165,586	46,603	1875 to 1876	160,318,257	87,483

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divid.
Shanghai Dock Company	100	100	100	20p.sh
Shanghai Gas Company	100	100	142	11 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	71	7 p.c.
Hong K. Fire Insurance Co.	\$1,000	\$200	\$560	\$46.19p.s.
North China Insurance Co.	Tls.2,000	Tls. 600	875	...
Yangtze Ins. Association	500	500	Tls. 625	15 p.c.
Union Insurance Society	\$2,500	\$500	\$725	...
China Traders Co. (Limited)	5,000	1,500	650	...
China Fire Insurance Co.	500	100	165	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.89	5 p.c.

Messrs. J. P. Bissett and Co.'s Report on the Share Market says:—Business has been dull during the week; we note an advance in Bank and Gas shares. H. and S. Bank: Sales have been made at 28, 28½, and 29 per cent. premium, and exchange, 75 for cash; the market is now quiet. S.S.N. Co.: Shares have changed hands at Tls. 93, 93½, and 94. Shanghai Gas Co.: A sale is reported at Tls. 142, ex div. Compagnie du Gaz: Shares are inquired for at Tls. 73.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 3½d.	4s. 3½d.	4s. 3½d.
Shanghai " " " " " "	5s. 9½d. to 5s. 9½d.	5s. 9½d.	5s. 10d.
Canton " " " " " "	4s. 3½d. to 4s. 3½d.	4s. 3½d. to 4s. 3½d.	4s. 3½d. to 4s. 3½d.
Hong Kong " " " " " "	4s. 3½d.	4s. 3½d.	4s. 3½d.
Macao " " " " " "	4s. 3½d.	4s. 3½d.	4s. 3½d.
Singapore " " " " " "	4s. 3½d.	4s. 3½d.	4s. 3½d.
Penang " " " " " "	4s. 3½d.	4s. 3½d.	4s. 3½d.
Manila " " " " " "	4s. 3½d.	4s. 3½d.	4s. 3½d.

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India	Rs. 310 to 312	Rs. 229
" Hong Kong	26½ to 27 dis.	
Par silver	Tls. 111.2.5	8½ prem. (nominal)
Mexican dollars	Tls. 75.2.5	8 prem. (nominal)

Hong Kong and Shanghai Bank, 30 per cent. prem.
 Hong Kong Gas Company, 37½ per share.
 Hong Kong and Whampoa Dock, 47½ per cent. discount.
 China Traders' Insurance Company, \$1,800 per share.
 Hotel Shares, \$50 per share.
 Hong Kong Canton and Macao Steamboat Company, 12 per cent. dis.
 Hong Kong Fire Insurance Company, \$370 per share.
 Union Insurance Society of Canton, \$350 per share.
 China Fire Insurance Company, \$168 per share.
 Chinese Insurance Company, \$300 per share.
 Chinese Imperial Loan, £99 (exchange 4s. 1½d.).

* The latest telegrams report the rate for six months' bank bills at Singapore 4s. 6d., at Hong Kong 4s. 6d., at Shanghai 5s. 6½d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 12, Gadashill (str.).
 At SHANGHAI.—From London, March 14, Hesperia (str.).
 At HONG KONG.—From Newcastle, Jan. 26, Wodan, Nehemiah Gibson; from Liverpool, March 10, Nestor (str.), Dana, (str.); from London, 14, Glenlyon (str.).
 At MANILA.—From San Francisco, Feb. 2, Favorita.
 At ILO ILO.—From San Francisco, Jan. 20, Frank N. Thayer.
 At BATAVIA.—From Amsterdam, Jan. 23, Nicolette; from Buenos Ayres, 24, Alice Muir; from Cardiff, March 10, Hermann, and sailed for Manila.
 At SAMARANG.—From Amsterdam, March 7, Jan Pieterszoon Koen.
 At ATCHIN.—From Newcastle, Feb. 22, Groen van Prinsterer.
 At SINGAPORE.—From London, March 14, Viking (str.), Radnorshire (str.); from Liverpool, Agamemnon (str.); from Sunderland, Stanley, Olivet, Elizabeth Childs; from Newcastle, Strathnairn; from Cardiff, Secondo B.

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 24, Charles L. Pearson
 From SHANGHAI.—For London, Jan. 27, Menelaus (str.); 29, Norman Court
 From AMOY.—For London, Jan. 11, Condor; for Falmouth, 21, Gesine Brons; for New York, 25, Mikado.
 From HONG KONG.—For Falmouth, Feb. 6, Balgownie; 7, Bridge-town.
 From MANILA.—For Boston, Jan. 27, Midnight; Feb. 10, Natal; for Liverpool, Jan. 27, Kirkland; 29, Leon (str.); Feb. 5, Oneata, for Channel, f.o.; Jan. 18, Carl Ritter.
 From CEBU.—For London, Jan. 26, Varuna, Johann Smidt.
 From ILO ILO.—For Boston, Jan. 28, Amanda.
 From BANGKOK.—For Marseilles, Jan. 9, Aldebaran.
 From BATAVIA.—For Nieuwe Diep, March 7, Voorwaarts (str.); for Rotterdam, 9, Hampton (str.).
 From SINGAPORE.—For London, Feb. 10, Lennox Castle; March 14, Red Riding Hood.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, MARCH 15.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, arrived here at 9.0 this morning, having landed her mails yesterday afternoon at La Ciotat. She brings 70 passengers and a general cargo, including 569 bales of silk, 9,600 packages of tea, and 3,335 packages of general cargo for London, which part of her cargo will be forwarded to its destination per company's steamer Indus, due in London on or about the 27th inst.

NEXT INWARD MAIL.—SUZ, MARCH 15.—The P. and O. steamer Deccan, with the homeward Indian and China mails, arrived at 3 P.M. to-day.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, MARCH 15.—The P. and O. Company's steamer Hydaspes left at 11.0 P.M. for Southampton, where she may be expected on the 20th inst.

INWARD MAIL DUE APRIL 2.—ADEN, MARCH 14.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, arrived here to-day.

INWARD MAIL DUE APRIL 9.—GALLE, MARCH 16.—The P. and O. Company's steamer Australia, with the homeward China and Australian mails, left here to-day for Suez.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 14, at Falmouth, from Passaroeang, Marie Becker; from Samarang, Zodiac; at Greenock, from Samarang, Isabella Ridley; 16, at Amsterdam, from Macassar, G. H. Betz; 15, at London, from Swatow, Henriette Behn; from Saigon, Henri; at Liverpool, from Rangoon, Tenasserim (str.); at London, from Colombo, Freja (str.); from Hong Kong, Kishon; 16, from Manila, Sir Jamsetjee Family; 17, at Amsterdam, from Pangool, Jupiter; from Batavia, Gesina Maria; 16, at Rotterdam, from Batavia, Maasnymp; 13, at Copenhagen, from Samarang, Tordenskjold; 15, off Dungeness, from Java, for Rotterdam, Ottolina; for Amsterdam, Amstelstroom; from Macassar, Gedeh; 16, off Prawle Point, from Swatow, for London, Annie Braginton; at Liverpool, from Manila, Theodora; 15, at Greenock, from Java, Aline.

DEPARTURES.—March 16, from Swansea, for Amoy, Bessie Morris; from London, for Batavia, Emma; 15, for Penang, Weyness Castle, for Hong Kong, Antwerp, for Shanghai, Stad Amsterdam (str.); 14, from Antwerp, for Yokohama, Clifton; 4, from New York, for Anjer, Hoiden; 15, from London, for Anjer, James Vinicombe (after repairing); 17, from London, for Shanghai, Scindia (str.); 15, from Cardiff, for Singapore, G. M. Adams.

PASSED SUEZ CANAL.—March 15, Argentino, from London, for China and Japan.

SPOKEN.—Janet, Swatow to London, Feb. 13, 8.40 N., 26.50 W.; Castine, Batavia to Falmouth, Dec. 25, 21.22 S., 72.51 E.; Pauline, Java to Amsterdam, Feb. 3.13 S., 8.35 W.; Flying Spur, London to Yokohama, Feb. 2, 1 N., 23.16 W.; Advance, Glasgow to Singapore, Feb. 8, 6.36 N., 25.33 W.; Henry Mackintosh, Swatow to London, Feb. 26, 31 N., 29 W.; Loyola, Manila to Cadiz, Jan. 29, 14.22 S., 7.33 W.; Bali, Batavia to Rotterdam, Feb. 11, 5.43 N., 25 W.; Albert Victor, London to Shanghai, Feb. 6, 1 N., 24 W.; Mantura, Swatow to London, Jan. 25, 70 miles N.W. of St. Helena.

CASUALTIES.—Flushing, March 16, the barque Clifton, from Antwerp for Yokohama, was in collision last night with the Belgian ship Don Juan. The first lost bowsprit and yard, the second was towed up to Antwerp, damage unknown. New York, March 15, the Mary E. Russell, Nickerson, from Java to Boston, was spoken on the 7th March, in lat. 29 N., long. 70 W., with rigging very much damaged.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BISHOP.—On the 14th Jan., at Yokohama, Mrs. Robert Bishop, of a son.
 BREMER.—On the 13th March, at Snaresbrook, the wife of C. F. Bremer, of a son.
 CAMPBELL.—On the 25th Jan., at Shanghai, Mrs. D. C. Campbell, of a daughter.
 DUNN.—On the 6th March, at Clifton, the wife of the Rev. James Dunn, of a son.
 HANSEN.—On the 30th Jan., at Shanghai, the wife of E. A. Hansen, of a son.
 HUGHES.—At Eglon, Honiton, the wife of Major General W. T. Hughes C.B., of a son.
 KAYE.—On the 4th Feb., in the Military Reserve, at King William's Town, British Kaffraria, the wife of William Robert Kaye, Assistant Control Paymaster, of a son.
 LISTER.—On the 6th March, at Stanningley Rectory, the wife of the Rev. E. C. Lister, of a daughter.
 MUNRO.—On the 9th March, at Hillside, Elstree, the wife of David Munro, of a daughter.
 PARTRIDGE.—On the 4th March, at Cottishall, Norfolk, the wife of R. T. Partridge, of a daughter.
 PIKE.—On the 27th Jan., at Shanghai, the wife of Charles Henry Pike, Imperial Customs, of a son.

MARRIAGES.

CAMPBELL.—STEWART.—On the 8th March, at Brampton, Cumberland, by the Rev. H. Whitehead, Hugh Fletcher Campbell, youngest son of the late H. Fletcher Campbell, of Boquhan, Stirlingshire, to Harriet Nina, eldest daughter of the late J. F. Douglas Stewart, and grand-daughter of the late Admiral of the Fleet, Sir Houston Stewart, G.C.B.
 RAWLINSON.—MANN.—On the 12th Feb., at Mercara, by the Rev. A. Fennell, assisted by the Rev. J. McKee, D.D., Spencer B. Rawlinson, Lieut. Madras Staff Corps, to Eliza Mary, eldest daughter of Henry Mann, Hidenham Hall, Norfolk, and Mercara, Coorg.
 THORNE.—GREIG.—On the 6th Feb., at St. John the Evangelist, Great Stanmore, by the Rev. L. J. Bernays, M.A., Rector, Augustus Thorne to Margaret Blenheim Ochterlony, eldest daughter of the late Alexander Ochterlony Greig, of Broomfield, Great Stanmore, Middlesex.

DEATHS.

CARTER.—On the 27th Jan., at the General Hospital, Shanghai, Thomas Carter, engineer, native of London.
 MACKAY.—On the 10th March, at St. John's-wood, Alexander Eugene Mackay, M.D., F.R.C.P., Deputy Inspector-General of Hospitals and Fleets, aged 55.
 MANN.—On the 10th March, at Wilnot-place, Camden-road, H. Mann, aged 60.
 THOMPSON.—On the — January, at Banckok, J. Thompson.

Literature.

The Chronicle and Directory for China and Japan for 1877.—We have received a copy of this useful directory for the current year. It contains the usual information as to the residents in China, Japan, and the Philippines, the treaties with foreign countries, trade regulations, &c.; and has been carefully revised up to the end of last year. It will be of much value to those at home, who are desirous of obtaining detailed information concerning the countries it applies to. The agent in London is Mr. Algar, 8, Clement's-lane.

The United Presbyterian Missionary Record of this month con-

tains an article by the Rev. John Ross, of Newchwang, entitled "Obstacles to the Gospel in China." He looks hopefully upon the prospects of Christianity being ultimately accepted, but notices difficulties resultant from the conduct of some foreigners in China, the superstitions of the Chinese, and the peculiarities of their education.

A new edition of Mr. P. L. Simmond's work on *Tropical Agriculture* is in course of preparation by Messrs. E. and F. Spon, of 48, Charing Cross. It was published nearly a quarter of a century ago, and the great extension of the culture, production, and consumption of the great staples of commerce has led to frequent demands for a new edition. The work has long been looked upon as an authority for reference upon tropical products of all kinds, and will form a practical and reliable treatise and handbook for the colonist, planter, manufacturer, merchant, broker, and consumer, on the cultivation, preparation for shipment, and commercial value, &c., of the principal products obtained from trees and plants entering into the husbandry of tropical and sub-tropical regions.

The *Anti-Slavery Reporter* contains an interesting article, entitled "Portuguese Indignation," in which the semi-denials of the Portuguese Chambers of the charges as to the Portuguese being concerned in the African Slave Trade are contrasted with the precise information given in other quarters on the subject. It observes that our geographical explorers have all, in fact, brought back the same tale. What Cameron and Young have been lately asserting is just what we have been told some years before by David Livingstone. The presence of the Portuguese on the African coast is, we have been taught by all of them, one of the great obstacles in the way of our efforts to put down the Central African slave trade. The Portuguese are far enough from being the only offenders, but they are quite among the worst, and are, for various reasons, the most difficult for us to restrain.

MEETINGS OF SOCIETIES.

At the Astronomical Society on March 9, Prof. Cayley, V.P., in the chair, the Astronomer-Royal stated that he had received a communication from M. Le Verrier, requesting that observations of the Sun might be made on March the 21st, 22nd, and 23rd, for the purpose of detecting the intra-mercurial planet which he is inclined to believe will pass across the Sun's disc about that period. The Astronomer-Royal had sent telegrams to stations in India, Australia, and New Zealand, requesting that observations might be made at intervals of every two hours, or oftener. He trusted also that as many photographs as possible of the Sun would be obtained on those days.

At the Geological Society on March 7, Prof. P. M. Duncan, President, in the chair, the following communications were read:—"On the Vertebral Column and Pelvic Bones of *Pliosaurus Evansi* (Seeley), from the Oxford Clay of St. Neot's, in the Woodwardian Museum of the University of Cambridge," by Mr. H. G. Seeley; "Supplementary Notes on the Fauna of the Cambridge Greensand," by Mr. A. J. Jukes-Brown; and "On the Beds between the Gault and Upper Chalk, near Folkestone," by Mr. F. G. H. Price.

At the Society of Antiquaries on March 8, Major Cooper in the chair. Mr. E. Freshfield exhibited a photograph of an interesting sun-dial or *hemicycle*, found against the wall of a temple of Aphrodite at Aphrodisias, which temple had been afterwards turned into a Christian basilica by extending the columns eastward. The gnomon of the dial was missing.

At the Royal Society on March 8, Dr. Hooker, president, in the chair, the following papers were read:—"On Magneto-Electric Conduction in Liquid and Gaseous Conductors, Part I., Production of Induced Currents in Electrolytes," by Mr. J. A. Fleming; "On the Structure and Development of Vascular Dentine," by Mr. C. S. Tomes; "Note on the Early Stages of the Development of the Nerves of the Chick," by Mr. A. M. Marshall; "Notes on Physical Geology, No. I. Preliminary Formulæ relating to the internal change of position of the Earth's Axis, arising from Elevations and Depressions caused by Geological Changes; No. II. On the Amount of Shifting of the Earth's Axis, already caused by the elevation of the existing Continent," by the Rev. S. Haughton, M.D.

HOUSE OF COMMONS.

THE SLAVE TRADE IN THE RED SEA.

Mr. BOURKE stated, in answer to a question from Sir H. Wolff, that a treaty for the suppression of the slave trade on the Egyptian coast of the Red Sea had been sent to the British Consul-General at Cairo, which it was hoped would have the approval of the Khedive.

THE SUEZ CANAL PILOTAGE DUES.

Mr. DAVID JENKINS asked the Chancellor of the Exchequer if he would call the attention of the directors representing Her Majesty's Government at the Board of the Suez Canal Company to the excessive rate charged for pilotage through the Canal, amounting in many cases to more than one franc per ton on the ship's registered tonnage, less than one-fifth of which is paid to the pilots employed by the company, and if Government will use their influence to relieve British shipping from this charge.

The CHANCELLOR of the EXCHEQUER said he had made inquiries in regard to this subject, and he found that the pilotage charge was not made according to the tonnage, but according to the draft of water; consequently, if a vessel was of small tonnage and deep draft, she had to pay comparatively a heavier sum than a larger vessel of smaller draft of water. The amount was not one franc per ton, as stated by the hon. member, but about 70 centimes. With regard to the application of the money, it included payments for the maintenance of sidings, telegraphing, watchmen's signals, and other means established by the Company to ensure the good navigation of ships. Under these circumstances he thought there was hardly a case for the interference of Government.

THE ROUTE FROM RANGOON TO WESTERN CHINA.

Mr. SAMSON LLOYD asked the Under-Secretary of State for India whether, considering the great importance to the commercial and industrial interests of this country of establishing commercial intercourse with the populous south-western provinces of China Her Majesty's Government intend to take steps to complete the survey of the land route from Rangoon to Kiang Hung, which in 1867 was ordered to be made by the noble lord the present Chief Secretary of State for India, and of which the first half was actually completed in that year, as appears by a report laid before this House.—Lord G. HAMILTON said the completion of this survey would be attended with a certain amount of risk and expenditure. Pending the consideration of the information obtained by the recent missions of Colonel Browne and Mr. Grosvenor, the Indian Government do not think it expedient, in the present state of feeling upon the frontier, to take steps for the completion of the survey.

THE NEW GOVERNOR OF HONG KONG.

Mr. GREENE asked the Under-Secretary for the Colonies whether his attention had been called to the following remarks made by Mr. Pope Hennessy, the Governor of Hong Kong, when he was presented with the freedom of the City of Cork. He is alleged to have said, "I am enabled now, for the first time since I have returned to this country, to refer to what has passed in Barbadoes, and to declare that, in all my experience, I was never in a community where there was such deliberate oppression of the masses as in the community at Barbadoes;" and whether, from the information received by the Government, such a charge was borne out by the facts of the case.—Mr. J. LOWTHER said a communication has been addressed to Mr. Hennessy, inviting him to state whether it is correct, and, if so, to offer explanations. With respect to the latter part of the question Government are not possessed of any information which would warrant a statement that there had been deliberate oppression of the masses in Barbadoes.

THE KHAN OF KHELAT.

Replying to a question from Mr. ROBERTSON as to the truth of the statement that a treaty had been concluded with the Khan of Khelat for the occupation of a portion of his territory by British troops, in return for an annual subsidy and an undertaking to support him against internal and foreign foes, Mr. BOURKE explained the facts of the case to be that an old treaty, negotiated in 1854 between the Khan of Khelat and the British Government, had been recently revised, and that under this agreement the Khan became entitled to an annual sum in return for the performance of certain duties—such as maintaining peace on the frontiers, keeping open the Boolan Pass, and permitting British troops to be stationed at Quetta. In 1873 the subsidy was withheld, as the Khan had failed to perform his part of the contract. Negotiations were subsequently revived, and the present treaty was the result. There was not, however, any intention on the part of the British Government to pursue any aggressive policy on the frontier States.

Naval and Military.

Captain A. Glen, 10th Regiment, has been appointed Brigade-Major on the Staff of the Straits Settlements, vice Brevet Major C. W. Lloyd, 16th Regiment, whose term of service expires on the 22nd proximo. Captain Glen entered the army February 4, 1872; passed from the Staff College in December, 1875; and became Captain, March 22, 1876.

The project which was some time since entertained of separating the military command of the Straits Settlements from that of China has been abandoned.

Fleet Surgeon G. F. A. Drew has been appointed to the Audacious, flag-ship of the China Squadron.

An experiment of a very interesting character has been made at Cherbourg to test the merits of a small torpedo boat, built in England, and known as the Thorneycroft. Admiral Jaurez ordered a disabled ship, the *Byonnaise*, during a rather rough sea, to be towed out by a steamer. A second lieutenant, M. Lemoine, was selected to make the experiment of launching the Thorneycroft. He accepted the mission without hesitation, picked out two engineers and a pilot, and went down with them into the interior of the Thorneycroft, of which only a small part appears above water. Both ship and torpedo-boat were then put in motion, and, after an hour's chase, the boat, which travelled at the rate of nineteen knots an hour against the fourteen knots of the tug towing the vessel, came within striking distance. The whole squadron watched this last phase of the struggle with breathless interest, and people asked themselves whether the shock of the torpedo would not infallibly destroy the little vessel which bore it. It was feared that the lives of Lieutenant Lemoine and his companions were absolutely sacrificed. However, the two vessels got visibly nearer. All at once the Thorneycroft put on a last spurt, and struck the *Byonnaise* with its whole force on the starboard bow. The sea was terribly

agitated, a deafening report was heard, and the Bayonnaise with a rent as big as a house, sunk with wonderful rapidity. As for the Thorneycroft, rebounding by the shock about fifteen metres off, even before the explosion occurred, it went round and round for a few moments, and then quietly resumed the direction of the squadron. No trace remained of the Bayonnaise; it was literally swallowed up by the sea.

Mr. William Crippin, with whom the Admiralty have opened negotiations for the raising of the Vanguard, has communicated to the newspapers some details of the means to be used for carrying out his project. The weight of the Vanguard under water is about 5,000 tons; the dimensions of the four pontoons to be employed are 175 ft. by 50 ft. by 18 ft. depth each, capable of raising upwards of 12,000 tons with a freeboard of over 3 ft. The raising will be accomplished by passing steel wire ropes under her bottom at distances apart of about 5 ft. for the entire length of the ship. After passing the ropes under the ship they will be fastened to a line of bays on each side of the ship ready for being passed up through the tubes from the bottom to the deck of the pontoons, and the slack taken in by steam winches. The pontoons will be fitted with appliances for quickly lowering and raising them. Each foot of depth in the four pontoons, after their own displacement, is capable of raising 1,000 tons; therefore, 5 ft. will lift the Vanguard off the bottom, leaving a further lift of 8 ft. every two hours for each operation, irrespective of tides. Mr. Crippin calculates upon taking the Vanguard up the incline of the Kish Bank so that her decks will be above water within twenty-four hours after securing her to the pontoons. Messrs. Siebe and Gorman, the well-known inventors of diving apparatus, point out that there will be no difficulty in the way of divers descending to the Vanguard, as they have perfected a dress in which men are able to work at even a greater depth of water than that in which the ironclad lies.

Vice-Admiral Lord William Compton, who has succeeded to the Marquisate of Northampton by the death of his brother, saw considerable service in the Wellesley, 72, Commodore Sir James Bremer, in which ship he took part in the Chinese war. When in command jointly with Acting Lieutenants G. Campbell Fowler and John Astle of the barge and two cutters belonging to the Wellesley, he had the good fortune of preserving the ship, then in the Boca Tigris, from a formidable and well-planned attempt made on the part of the Chinese to destroy her by means of a flotilla of nearly twenty-five vessels, the whole of which, though in many instances chained in couples, and some even three together, were towed clear, without doing the slightest injury. He afterwards, in October of the same year, commanded the Wellesley's boats at the capture of the Chinghai. These gallant services were mentioned in the *Gazette*, and he was rewarded by being promoted to the rank of commander.

A Royal warrant has been issued fixing the rates of pay of officers of the head-quarter staff and general staff of the Army as follows:—Head-quarter staff: deputy quartermaster-general, £1,200 per annum; deputy adjutant-general of Royal Artillery or Royal Engineers, £1,000; assistant adjutant-general, £600; assistant quartermaster-general, £500; deputy assistant adjutant-general, £450; deputy assistant quartermaster-general, £450. General Staff: Daily pay at home and abroad.—Deputy adjutant and quartermaster-general, 19s.; assistant adjutant and quartermaster-general, 14s. 3d.; deputy assistant adjutant and quartermaster-general, 9s. 6d.

The Channel Squadron, under the command of Vice-Admiral Beauchamp Seymour, C.B., comprising the Minotaur (flag), Black Prince, Resistance, and Defence, has left Gibraltar for Cadiz, where the Squadron will receive orders to return to England, the Minotaur proceeding to Portsmouth, and the Black Prince, Resistance, and Defence to Plymouth. The Devastation will probably be paid off at Malta, instead of returning to England, and will be recommissioned by Captain W. J. Hunt Grubbe, C.B., now in command of H.M.S. Rupert. Both ships are now at Malta.

A telegram from Malta announces that H.M. steam corvette Thetis from India via the Suez Canal, has been reported passing 200 miles south-east of Malta with her machinery disabled and short of provisions. The ironclad Sultana, accompanied by a steam-tug, have left in search of her. The Thetis (Captain Thomas Le H. Ward) is a screw corvette of 1,870 tons burden and 2,275 (350 nominal) horse-power, and carrying 14 guns. She was commissioned at Devonport in 1873, and has been since employed on the East India and China stations.

The *Gazette* notifies the filling of two regimental commands by selection (Major James Gunter, 1st Dragoon Guards, to be Lieutenant-colonel, 4th Dragoon Guards; and Lieutenant-colonel R. C. Watson, half-pay, late Ceylon Rifles, to be lieutenant-colonel, 37th Foot), and one by promotion in the regiment (Major and brevet Lieutenant-colonel W. B. Fielden, 6th Foot, to be lieutenant-colonel).

The committee which has been appointed to inquire into the reorganisation of the Admiralty departments, with a view to the introduction as far as possible of the system recommended by the Playfair Committee, is to consist of Mr. Mills of the Treasury, Mr. Hamilton of the Board of Trade, and Mr. Vernon Lushington of the Admiralty, with Mr. E. Swainson as secretary.

Gradual reductions are being made at the Royal Gun Factories, at the rate of about thirty men per week, in order to bring down the establishment to the lower standard authorised by the Army Estimates for the current year. The order for new guns this year is very small in comparison with that of last year.

Further reductions in the Royal Arsenal are imminent. It is expected that 400 men will be discharged from the Gun Factories within a month hence; and the completion of a large order for iron gun-carriages for the Indian Government has sensibly diminished employment in the Carriage Department.

The Boxer, gun-vessel, which was commissioned at Chatham three months since, and afterwards detained in consequence of the serious defects in her crank-shafts, has now left for the Cape of Good Hope and West Coast of Africa Station, new crank-shafts having been fitted to her at Keyham.

A committee, having at its head the Mayor of Portsmouth, has been formed for the purpose of raising funds to make a farewell presentation to the Ven. Archdeacon Wright, late Chaplain of the Forces, prior to his leaving England for his new sphere of labour in British Columbia.

Deputy Surgeon-General J. N. Tressidder and Surgeon-Major E. McKellar, M.D., have been permitted to retire from the Indian Medical Service from the 31st inst., the former on a pension of £550 per annum, with £250 per annum added, the latter on £365 per annum.

Quartermaster John Woon, Royal Marines, died at Walmer on the 8th inst. The deceased greatly distinguished himself in the Arctic Expedition of 1849-54, and in the attack on the Peiho forts in 1859, and his death is deeply regretted by all who knew him.

The War-office has consented to a strengthening of the garrison of the Cape of Good Hope by one battalion from England. The lieutenant general commanding the troops at the Cape is in future to hold the additional appointment of lieutenant governor.

Indian Good Service Pensions of £100 per annum have been awarded to the following officers of the Royal (late Indian) Artillery, viz.:—Colonels H. E. L. Thuillier, C.S.I., H. Le G. Bruce (late Bengal), and G. Petrie, C.B. (late Bombay).

Major-General J. Abbott, C.B., succeeds to the vacancy among the colonels-commandant on the Bengal list of the Royal Artillery, consequent upon the death of Lieutenant-General Sir J. D. Fordyce, K.C.B.

Three new torpedo-mooring steamers are now ready to be handed over to the Admiralty. They are twin-screw vessels of seventy-two tons, and have been built and engined by Palmer's Company at Hull.

Deputy Commissary-General E. Strickland, C.B., has left England for the Cape of Good Hope, to assume Commissariat charge, vice Deputy Commissary-General H. Moore, who returns to England.

Lord Eustace Cecil, M.P. for West Essex, Surveyor-General of Ordnance, has quite recovered from a recent attack of typhoid fever, and is on the point of resuming his official duties.

The 88th Connaught Rangers have been placed under orders to proceed to the Cape of Good Hope, where they will probably embark early in May next.

The expense of Admiralty Committees is estimated at £4,000 for the financial year ending March 31, 1878. For the current year it was £2,500 only.

THE SOOLOO QUESTION.

Mr. J. C. Myers, the U.S. Consul-General at Shanghai, has issued the following circular:—"The Minister of Spain has informed the United States Legation at Peking that the port of Jolo (Sooloo), in the Archipelago of that name, has been opened to commerce under the following conditions:—I have been instructed to convey this information to American merchants at this port. 1st. Trade may be carried on in all articles saving arms and war munitions, and those which are forbidden as contrary to morals or the public health. 2nd. Manifests of the whole lading of vessels arriving and departing will be required for statistical purposes. 3rd. Vessels may go from Jolo to other ports of the archipelago, after having obtained permission of the authorities. 4th. Vessels arriving from Jolo, at the ports of the Philippines, will be dealt with as coming from abroad, but native products, arriving under the Spanish flags, will be taxed at coasting rates. 5th. Goods exported from the Philippines to Jolo, under the Spanish flag, will be taxed at coasting rates. They may also be exported under foreign flags, in conformity with existing laws, and after the payment of duties."

DIPLOMATIC AND CONSULAR APPOINTMENTS.—The subjoined appointments are gazetted:—Mr. Alexander Condie Stephen as attaché to H.M. Embassy at St. Petersburg; Messrs. Neale Porter and Richard Mahoney Hickson to be Members of the Executive Council of the Leeward Islands; Mr. Roger Tuckfield Goldsworthy, C.M.G., to be Colonial Secretary for the Colony of Western Australia; Captain Arthur Elebank Havelock to be President of the Island of Nevis; Lieutenant Herbert Belayse Moffat to be Vice-Consul at Sebastopol; Mr. Thomas Fellows Reade, now Consul at Cadiz, to be Consul at Smyrna; Mr. Chas. Louis St. John, now Vice-Consul at Jassy, to be Consul at Ragusa; and Mr. Gustavus Nathan to be Consul at Vienna. Mr. Isidor Henry de Jonge is appointed Swedish Consul in British Guiana, to reside at Georgetown.

SUPPLEMENTARY NAVAL ESTIMATES.—A Supplementary Navy Estimate for 1875-6 states that a sum of £75,511 2s. 3d. is required to be voted in order to defray the excess of expenditure beyond the ordinary and supplementary navy grants, as shown in the appropriation account for the navy, for the year ended March 31, 1876. Another paper gives the particulars of a vote of £12,373 19s. 6d., which is required to make good excesses on certain grants for Civil Service and Revenue Departments for the year ended March 31, 1876. A third paper contains a statement of a sum of £2,017 5s., required to be voted in order to make good the excess on the vote of credit for the Ashantee expedition for the year ended March 31, 1876. This excess, it is explained, arose from the repayment to the Admiralty of a claim which was not anticipated when the estimate was framed. These three sums make up a total of £119,901 16s. 9d.

PRESS STATISTICS.—The following particulars, convey an interesting idea of the present position of the newspaper and periodical press of the United Kingdom. There are now issued 1,783 newspapers, thus distributed:—Metropolis, 460; England, 946; Wales, 50; Scotland, 164; Ireland, 142; British Isles, 21. Among these are 87 morning, and 42 evening journals, but the majority are published weekly, Friday claiming 353, and Saturday 675 examples. Of 114 monthly newspapers (principally trade organs), 100 appear in London. Only one newspaper, the *Observer*, appears on Sunday alone, the remaining journals recognised as Sunday papers (all published in the metropolis) issuing editions on preceding days also. The publishing prices range from one halfpenny to two shillings per copy.

A YACHTING VOYAGE ROUND THE WORLD.—A prospectus has been issued of a proposed yachting voyage round the world in August next, in the screw steamer *Sumatra*, 2,400 tons, which is to be fitted with every comfort. The journey will be to the ports of Spain and of the Mediterranean, and through the Suez Canal to China and Japan, and thence to San Francisco, round to New York, and home. Those passengers who prefer visiting the American Continent will be provided with free railway passes to enable them to do so. The passage-money is to be £500, which will include everything but wines. The *Sumatra* was formerly one of the P. and O. steamers, and is fitted up with every possible convenience, and no better opportunity than the present could be found for making a visit to the Far East. Particulars can be obtained of Messrs. Hyde and Thompson, hon. secs., 4, Cullum-street; and of Messrs. Grindlay and Co., 55, Parliament-street.

THE MESSAGERIES OFFICERS AT COLOMBO.—A correspondent writes:—“After spending a small fortune in telegrams the Committee of the mercantile community have not succeeded in persuading the Captain of the *Mekong* to accept their invitation [to a public lunch]. His telegram is as follows:—‘A thousand thanks for your kind invitation, but sorry that my health does not permit accepting of it.’ His indisposition is unfortunate, and as it would be ‘*Hamlet* with the principal character left out,’ if they were to have the entertainment without the captain and officers when the ship was in the roads, it has been wisely resolved that it will not take place. The mercantile community have done their best to be civil, and the French must take the will for the deed if they like it best.”

THE TELEGRAPH SERVICE.—From an official return it appears that the gross amount received by the Post-office, in respect of telegrams, private wires, rentals, &c., from 1870 to 1876 inclusive, was £6,637,433 12s. 2d. The amount received for last year—up to 31st March—was £1,276,662 8s. 8d.; and the amount expended during the same period was £1,051,525 10s. 2½d. The cost of telegraph service for public departments, without remuneration, last year was £9,694 1s. 7d.

BUTTONS.—The following letter, in which the writer is evidently thinking of buttons not feathers, appears in the *Globe*:—“I noticed at the levée that the two Celestials who stood on the footboard behind the Chinese Ministers’ carriage wore feathers in their caps—as far as I could see very much the same sort of feathers the Ministers themselves wore. I have always thought that no Chinese under the rank of mandarin was entitled to wear a feather in the cap. Can you enlighten me on this point?”

REVENUE AND EXPENDITURE.—The receipts on account of revenue from the 1st April, 1876, when there was a balance of £5,119,587, to March 10 were £73,950,644, against £73,025,724 in the corresponding period of the preceding financial year, which began with a balance of £6,265,322. The net expenditure was £71,145,763, against £72,180,385 to the same date in the previous year. The Treasury balances on March 10 amounted to £6,944,917, and at the same date in 1875 to £5,778,431.

On the 9th inst. a meeting of the working classes was held, under the presidency of Alderman Sir John Lawrence, M.P., with reference to the proposed India and Colonial Museum. Messrs. H. Broadhurst, Chessen, Campin, Paterson, and others took part in the proceedings. A resolution was passed approving the scheme, but suggesting that the Museum should be on the Victoria Embankment, so as to be accessible to the working classes; and not, as proposed, at South Kensington.

ACCORDING to the *Turkestan Gazette*, the official journal of Tashkend a serious encounter between the Chinese and Kashgar troops is drawing near, the hostile parties being only separated by the Tian Shan Hills. To prepare for the conflict the Chinese have established a large arsenal at Lanchefu, whence 10,000 breech-loading rifles of the Berdan type the other day were sent to Gutchen, the head-quarters of the expeditionary force. Yakob Beg, on his part, is likewise arming.

MR. PIPER, of the Joint Select Committee on Chinese Immigration to America, presented in the House the same report previously offered by Senator Sargent in the Senate. Mr. Meade, the other member of the committee, on the part of the House, did not join in the report, although agreeing with its conclusions in some respects. His views were ordered by the House to be incorporated in the record, and will be printed.

At a sitting of the Italian Geographical Society, Signor Gessi gave an account of his exploration of Lake Nyanza in company of Colonel Gordon. He spoke in praise of the efforts made by the Egyptian Government for the suppression of the slave trade, and said he could promise that the Italian expedition to Africa would have Colonel Gordon's support.

THE Queen has held a Drawing-room, at which the following presentations were made in the diplomatic circle:—By the wife of the Japanese Minister, the Princess Nabeshima (wife of the ex-Daimio of Hizen), and by the Japanese Minister, the Prince Hachisuka (ex-Daimio of Awa), and the Prince Nabeshima (ex-Daimio of Hizen).

THE *Morning Post* states that the estate of Woburn Park, near Weybridge, which has been lately occupied by Mr. W. J. Alt, formerly of Nagasaki, and before him by the Earl of Kilmorey, has just been sold to one of the most influential sections of the Roman Catholic party for monastic or scholastic purposes.

With reference to the Rangoon-Penang Cable Expedition, the following telegram has been received by the Telegraph Construction and Maintenance Company:—“Steamship *Kangaroo*, March 14, 1877. Rangoon, noon. Cable landed at Elephant Point, and paying out towards Krishna.”

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MARCH 18.

The newly-elected Imperial Parliament at Berlin is already in full action, showing again that the fractions which are principally opposed to the Imperial Government and Prince Bismark have lost very little of their talent of finding fault with everything Prince Bismark orders and undertakes. Last Saturday especially, when a debate about the

Imperial Budget was going on, this was the case, and our great diplomat took occasion, in an excellent speech, to express his indignation about the many totally unfounded attacks and accusations made upon him, at the same time mentioning that he very little deserved such hateful grievances after having spent all his life and his health in the service of his country. Reading between the lines, the speech made the impression as if the “Reichskanzler,” in view of all the constant vexations, gets tired of his many employments, and the sooner the better would like to retire from business altogether. Taken on the whole, a great portion of the enthusiasm of 1870-71 is fading away, as the immense sums paid by France fade away; in many directions a reaction is plainly perceptible, and God knows how long the present peaceful state of things will last within the boundaries of Germany.

The inquiry against Captain Keyn, formerly in command of the Hamburg Steamship *Franconia*, according to all appearance, will be a very long-lasting one. The investigation in the case, which was carried on here, having given no sufficient material for an accusation, the indictments made at the inquiry in London have been demanded by our police, and a copy of them will be sent here for the further prosecution of the case. If things go on still as they have gone on hitherto, the poor captain may still hang a couple of years between life and death, and perhaps at last to get clear with six months' imprisonment, or no punishment at all, but still being forced to idleness for all this time.

The International Bank of Hamburg, and London (Limited), declares, according to the report and balance-sheet now in hand, a dividend for the past year at the rate of 6 per cent., and directly after transpiring of this rate the International Bank in Hamburg, the mother-establishment, advertised their shareholders of the distribution of a dividend of m.15 per share, equal to 3 per cent. upon the reduced capital in 30,000 shares of m.500 each. The shareholders of the Hamburg establishment do not seem to be very much satisfied by this rate, as the net profits of the London branch are decreasing by a distribution, effected by the mother-institute, and they think it to be of more use for them if the shares of the Hamburg establishment are changed for shares of the London branch, this latter being nearly the sole profit-maker.

The Deutsche Bank, well-known to the East, distributes for the past year a dividend at the rate of 6 per cent., and it is very interesting to hear of the healthy state of this establishment; the report and balance-sheet may be expected shortly, as the report of the German Bank of London, and the New York branch of this firm, are now in the hands of the directors of the Berlin mother-establishment.

The Deutsche Dampfschiffs Rhederei zu Hamburg calls her shareholders for the 27th of March, the Hamburg American Packet Company for the 28th of this month. The Hamburg South American Steamship Company has fixed her annual meeting for the 14th of this month, and distributes a dividend at the rate of 5½ per cent. This result is the more remarkable as the company had from the beginning of the past year to fight with a concurrent—the Norddeutsche Lloyd at Bremen. This latter company endeavoured to get a part in the Brazilian freight business, but in vain, as our Hamburg company has not been bereft of any noticable amount.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MARCH 14.

The members of the Second Chamber are still busy discussing the Judicial Bills. Up to this moment they are very unlucky with pleading on behalf of their respective districts as they do not succeed in maintaining the Courts, which the Minister thinks fit to abolish. In the meanwhile they have done what they could do and saved their membership *à l'impossible nul n'est tenu*. It is now positively asserted that the report of the Committee on the Lower Class Instruction Bill is quite ready, so that it will be published after a short delay. Rumours are in circulation that the tenor is by no means in favour of the Bill, but, of course nothing can be said thereabout positively. It creates great surprise that Dr. Kuyper, the leader of the anti-revolutionary party—though he declines to accept this honour—advises his partisans not to participate in the Parliamentary struggle. For several years the revival of this Bill was their hobby-horse, and, indeed, they rode it with a prodigious noise, whilst now on the very moment they could work with some chance of success, they will withhold themselves of the debate. I need not add that a good part of the public is quite convinced that this is only a manoeuvre *un reculer pour mieux sauter*. It is indeed another proof of the rottenness of our present Parliamentary institutions. Party speculations and not the general welfare rules all. It was so in the yesterday sitting. The Chamber had to decide about the question how to deal with the Reform Bill, but instead of that the members did their utmost to bring this item to a conclusion. They sought for stumbling blocks, in order to prevent what was most urgent. The Opposition bears in the latter days a sharper character, and there are some who foretell that the dismissal of the Cabinet is near on hand, because the appointments prove that friends must be saved. It is, I think, possible, but not probable.

TELEGRAMS FROM THE FAR EAST.

HONG KONG MARKET REPORT.

(REUTER'S TELEGRAM.)

HONG KONG, MARCH 15.—Manchester Goods flat. Grey Shirtings 8½ lbs., \$232½. Cotton Yarn (water twist) 16-24, \$99. Bengal Cotton, fair medium, \$13½. Total export of Tea to date, 163,500,000 lbs.

SHANGHAI MARKET REPORT.

(REUTER'S TELEGRAM.)

SHANGHAI, MARCH 15.—Manchester Goods quiet. Grey Shirtings 8½ lbs., Tls. 1.8.4. Silk Market strong; No. 3 Tsalie, Tls. 555.

THE appointment of Mr. W. H. READ as Dutch Consul at Singapore is gazetted.

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST will be supplied on application at the Office, where files may be seen of the Journal published in those Countries.

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER.

79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, MARCH 19, 1877.

As will be seen by the report elsewhere, a paper on Formosa has been read by Mr. ALLEN, of HER MAJESTY'S Consular Service, before the Geographical Society. Although it did not give anything that was new to readers acquainted with China, it was, especially when taken in conjunction with the remarks which Sir RUTHERFORD ALCOCK made upon it, of interest, as showing the small degree to which the island has become developed, and the extent to which its commercial importance would be increased were it to fall under any sound and civilised Government. This fact was pointed out very clearly by Sir RUTHERFORD; and some considerations, which are perhaps too purely of a political character to have been alluded to at a learned Society, are worthy of being noticed in regard to it. The Chinese claim the island of Formosa as being under their jurisdiction; but their power over it is so small that they are unable to do more than merely hold their own on the coast against the natives; and thus the island remains in a very low state of civilisation, and the development of its resources is indefinitely retarded. It becomes a question how far a nation so little fulfilling the duties of a governing Power can justly claim jurisdiction over a large territory; and this question, it is more than likely, will be some day raised by some European Power, with regard to this island, which, in proper hands, would probably become a very valuable possession.

A PROPOSAL has been set on foot for the establishment of a Church of Scotland Mission to China. A member has offered to guarantee £1,000 if the Church will institute a Mission to that country; a young medical man has volunteered for service as a medical missionary; and it is under consideration whether these offers of money and service shall be accepted. This will depend upon the amount of aid which is forthcoming, and we trust that the large number of influential Scotchmen connected with China, both at home and in the East, will support the movement, as there is undoubtedly no field in which Mission work is likely to be of more value than in China. It is proposed to begin in one of the new Treaty ports where there has not yet been any Mission. It is to be hoped that the matter will be taken up and discussed in earnest at the Shanghai Missionary Conference, in May this year. The subject of the proposed union of Presbyterians of the different Churches established in Japan will also form a suitable matter for consideration on that occasion. The *Presbyterian Missionary Record* of this month gives the details of the proposed union, and, whether the scheme be carried out or not, we trust that in the future we may find more union among the missionaries in China, who, if of different denominations, are all engaged in the common work of propagating Christianity.

MR. W. H. MEDHURST, one of the oldest of the public servants connected with China, returned to London last week. He entered the office of the British Superintendency of Trade in China in 1840, and has since been in the Consular Service, retiring at present from the post of Consul at Shanghai. He has long been recognised as a most valuable public man, and has always performed his duties efficiently, and well maintained the dignity of the Service. In the negotiations

connected with the Yangchow outrage he conducted one of the most difficult cases ever placed in the hands of a diplomatic agent with the greatest tact and skill, and obtained results of a most satisfactory character. But for the extraordinary views of the Government then in power there can be no doubt that the services he rendered would have been rewarded by his being made a "C.B.," or having some other similar dignity conferred upon him. Under the new regulations Mr. MEDHURST retires with the substantial pension of £1,200; and deservedly carries with him the good wishes and high opinion of all connected with China.

It is to be regretted that there seems a prospect of the exploration of the route between Burmah and China being indefinitely postponed. According to the statement made by Lord GEORGE HAMILTON in the House of Commons, the Indian Government, upon being put in possession of the information obtained by Colonel BROWN and Mr. GROSVENOR'S Mission, are of opinion that, in view of the state of feeling on the border, it is not expedient at the present time to take steps to complete the survey. We presume that the reason for this will become apparent on the issue of the Blue-book on Yunnan, which has so long been expected. The memorandum prepared by Sir THOMAS WADE is probably under consideration at the Foreign-office, and will be issued at the same time.

A MOVEMENT has been set on foot in London with a view to working business in such a manner in China that the market for Teas shall be at Shanghai, and not at the River ports. The measures which have been taken with this object have not been sufficiently matured to produce any results for the coming Season; but it is, we are informed, hoped that this may be accomplished next year.

PROFESSOR CHENERY and Sir HENRY RAWLINSON are appointed delegates for London at the sitting of the Congress of Orientalists at Florence, to be held in September, 1878; Professor LEGGE, for Oxford; Professor WRIGHT, for Cambridge; and Dr. MUIR for Edinburgh.

WE understand that Colonel ANSON, the Lieutenant-Governor of Penang, will act as Governor of Singapore during the absence of Sir WM. JERVOIS in Australia, which it is expected will not exceed six months.

THE COMING TEA SEASON.

LOOKING at the general prospects of trade, the unsettled aspect of political matters, and the dulness and want of confidence in most branches of commerce, there is nothing to lead to the anticipation of any very brilliant business in Tea during the coming season; nor do the special features of the trade itself warrant very sanguine views as to the future. During the past season, business in the commoner sorts of Teas has undoubtedly been overdone, both as to quantity and price. The Teas have, as is usual, been hurried forward, regardless of the state of the market or the requirements of the trade, and they have in consequence at last had to be pushed off at public sale at whatever they would fetch. The history of the Season has, in fact, been the old, old story, which seems destined ever to be re-enacted. Teas hurried forward, as though the country with over a hundred million of pounds in stock were actually undergoing a species of tea drought, and then as much hastiness in forcing them off upon the home market as there was in buying them in China. A few lucky well made purchases are taken as indicating the general tone of the market for higher class Teas, and it is overlooked how limited the demand must necessarily be for Teas at anything like extreme figures. An unfortunate error was also fallen into in China in September last, which has brought about the most unsatisfactory results on this market. The buyers in Shanghai imagined that the increase in shipments to the extent of about eight million pounds from that port would be counterbalanced by a corresponding decrease from Foochow; but this did not prove to be the case, and in consequence the market became weakened until all chance of profit has gone. The only hope that there is for a satisfactory business during the coming Season is, that the lesson learnt by the sacri-

fices which have had to be made at the public sales just concluded will be beneficial, and that there will be sufficient caution at the opening of the Season to bring prices to a more moderate limit, and restrain shipments within something more like a reasonable quantity. Reduction in price at the opening and early part of the Season alone will not be enough to secure a sound business. However low the price may be in China, it can be of comparatively little benefit so long as we have such excessive quantities arriving simultaneously, as it is impossible to adapt the trade here to such pressure upon the market. The only remedy, therefore, appears to be to induce the Chinese to be less free in their production in the Tea districts, and thus to bring about more careful picking and a consequent improvement in the quality; and to make the middlemen less inclined to send orders into the interior, thus inducing the firing of the Teas to the last leaf of the crop, and at the same time make them inclined to bring their supplies to the shipping ports more gradually, and more in accordance with the requirements of buyers. A very important feature in estimating the probable drift and tone of the Tea Market here is the increasing popularity of Indian Teas. As noticed recently in these columns, in a summary of a paper on these Teas, the cultivation is steadily increasing, and they are becoming more and more popular with consumers. This element in the markets must necessarily tend to keep China Teas at a lower range, and is at least sufficient to prevent the possibility of the prices paid in China affecting the selling prices at home to anything like the degree that was the case in former days, when we were dependent upon China Teas alone.

The above gives the chief features and the general prospect for the coming Tea campaign; and, although they are discouraging in many directions, they present some features of a hopeful character. It may be expected that the heavy losses on the common Teas all through the present season will lead to some prudence at the opening of next. Exchange, so far as can be judged at present, seems likely to be at a somewhat high range at the opening of the Season; but this feature, though apparently against the shipper, has been found by practical experience to be in his favour; as by lowering the dollar and tael price at the commencement of operations, it has the effect of establishing a better range of prices throughout the Season. With care, prudence, and circumspection, therefore, there is room for a sound if not brilliant business; but it is to be sincerely hoped that the rush at the opening of the Season in China will be restrained, as if the market here be flooded in July and August, the course of prices through the whole Season will in all likelihood be downward, and the market dragging and disappointing.

THE HONG KONG PRAYA.

Too tempting to remain longer untouched, the Special Fund (in other words, the accumulations of fees under the Hong Kong Gambling Ordinance, now fortunately no longer acted upon) is to be made use of to assist in the extensive works connected with the repairs of the Hong Kong Praya. The sum of \$200,000 is to be "borrowed" from the "Special Fund," and the works are to be proceeded with forthwith. On the whole, possibly there is no very serious objection to this appropriation, as the principle laid down by the Home Government that the Special Fund should be devoted exclusively to works for the benefit of the Chinese, such as Hospital Schools and Police Stations, was at best a piece of rather pedantic scrupulousness which came in too late to avert the mischief which had been caused by allowing the money to be obtained from gambling at all. The natives, however, are unquestionably interested in the Praya, and should contribute towards it, and on this ground there is no great cause for objecting to the appropriation. It is satisfactory, therefore, that the present Government have modified the too rigid instructions originally sent from the Colonial-office on the subject, and that the long contemplated works are to be commenced. It seems that a thorough job is at last to be made of it. According to the particulars given in the *China Mail* the sea-works will involve an expenditure of over \$200,000 alone. The Praya is to be widened, but this will not interfere with private piers. The proposed extension in front of the Naval Yard—a most desirable

step—will not be proceeded with at present, as it is estimated to cost some \$150,000, and it is not thought the present state of trade will justify this outlay. The work, however, which is to be done will cover what is really essential, and it is satisfactory to find that the report of the Praya Commission, upon whose recommendations the scheme is set on foot, states that the present repairs are to be inaugurated "with the full intention of their being, so far as professional skill, experience, and foresight can provide, a final work." It is to be hoped that this intention will be carried out. The typhoon of 1874 was undoubtedly one of the worst that Hong Kong had ever experienced, and did far more damage than ordinary typhoons; but hitherto on every such occasion the Colony has had to vote heavy sums for repairs of the sea wall. If the present works put an end to this they will not in reality be expensive, even at the large figure which they are estimated to cost. We congratulate Sir ARTHUR KENNEDY upon having completed arrangements for this important work during his term of office; but regret that he has been compelled to leave the blockade question, on which he has expended so much labour, as a legacy to his successor.

CHINESE EMIGRATION TO THE UNITED STATES.

THE Report of the Congressional Committee upon the above question has been issued, and the substance of its recommendations is given further on. It is to be regretted that the Committee have shown a disposition to favour unduly the outcry against the Chinese made by the Californian labourers with whom they compete, but we observe with satisfaction that *The Times* and the *New York Times* both condemn the strong opposition which is shown to the Chinese immigrants, and consider, upon grounds which can scarcely be gainsaid, that the recommendations of the Committee will not be deemed such as it will be wise to take as the basis of any legislative action. The two strong grounds against any restrictive measure—at least, any of a severe or prohibitory character—are the one of a political and the other of an economical character. Such a measure would completely stultify the position of the United States *vis-à-vis* the Chinese Government, not only in respect to the Burlingame Treaty, by which provision for Chinese immigrants is expressly made, but also in regard to its previous treaty, and the general rights claimed under it. It is impossible for the United States to demand of China the same concessions for her citizens as are accorded to other nations if she frame laws expressly against such Chinese as may find their way to America. Still more inconsistent will it be for her to join in demands for further concessions, which in their immediate results will have the effect of benefiting foreigners at the expense of Chinese traders and labourers, if she enact prohibitory laws against the Chinese who come within her domains. Upon economical grounds, any legislative action of the kind suggested by the Report of the Committee is to be equally deprecated. The Chinese cheap labourer has all along been of great value and has done much towards the development of California and the Western States, and to thrust him out would, as we have maintained on many occasions when this question has been discussed, be obviously to the material disadvantage of the country. We cannot, therefore, but trust that the good sense of the public will still prevail, and that notwithstanding the report of the Committee, legislative action of a restrictive or prohibitory character will be refrained from.

CONSTANTINOPLE AND THE COAST OF SYRIA.

We lately called the attention of passengers to and from the Far East to the advantages of a visit to Cairo and other parts of Egypt. Constantinople and the Bosphorus have attractions in the combination of the old Turkish quarters with modern houses, streets, gas, &c., which contrast in a very interesting manner. To those who have the time and means to proceed from Egypt to Constantinople the steamers from Alexandria of the Austrian Lloyds and Messageries Companies afford a convenient opportunity. Leaving Alexandria weekly the steamer calls at ten places along the Coast of Syria, remaining a few hours at each, and arriving at Constantinople in ten days. These ports under Turkish rule are as follows:—Jaffa, Caiffa, Beyrout, Cyprus, Rhodes, Scio, Smyrna, Miteline, Tenedos, Dardanelles. The first of these, Jaffa, or Joppa, is the port for Jerusalem, which can be reached by a daily caravan. At Caiffa is the

celebrated Mount Carmel, with its ancient monastery, and the German colony of Templars. Beyrout is the port for Damascus, with which place there is daily communication. The town shows more improvement than any other along the coast; the roads are better, and a nice style of villa residence outside the town. The English Consul-General of Syria, Mr. Eldridge, resides here. The English and American missionaries have large schools and establishments for printing Bibles, &c. Smyrna is also improving very much; a fine quay runs along the town, at which vessels now load and discharge with expedition. At the entrance of the Dardanelles is a town of some importance, with ancient and modern fortifications of considerable power, but not sufficient to stop a Napier or Keppel from carrying a fleet right up to the Golden Horn. The Dardanelles Straits are not very picturesque either on the European or the Asia Minor side. About two hours steaming brings you to the entrance of the land-locked Sea of Marmora, or Propontis, at the entrance of which is the town of Galipoli. About eleven hours' steaming from this point is sufficient to reach the Golden Horn and the entrance to the Bosphorus. Constantinople stands on the two shores of the Golden Horn, or harbour, which is said to be somewhat in the shape of a horn. Be that according to the visitor's own idea or not, it is certainly a magnificent harbour, with bold water close in shore, and depth enough for any vessel afloat. On the one shore is Stamboul, the seat of Government, on the other—connected by a wide but very rough bridge of boats, and one iron bridge—are Pera and Galata, the residence of foreigners.

When landed the aid of a dragoman with guide books is necessary, and four or five days' fair application will be sufficient to obtain a good knowledge of Constantinople, the Bosphorus, Scutari, &c. To those who visited it ten years since the interest will be almost greater than the first visit on account of the modern introductions. The *Hotel de Byzance*, in the Grand Rue at Pera, is all that can be desired, and is recommended as the best, and most moderate in charges. From the top of the Hotel a fine panoramic view is to be seen of the city and harbour, (Golden Horn), the domes and minarets of mosques, the Seraglio, the marble palaces, the cemeteries with their stately cypress trees, sacred to the Mahomedan, the snowy summit of Olympus, the Bosphorus, and the sea of Marmora. The picture is certainly grand and unique. On descending into the narrow streets, however, the poetry of the position is considerably shaken. To say that they are always muddy and dirty conveys but a poor idea of the muck and filth by which you are surrounded, even in the approaches to the palaces of high officers and ambassadors. The usual mode of locomotion is not the donkey, as in Egypt, but horses and the Sedan chair, which are to be found for hire in all parts. Besides the filth to be encountered there are the "dogs," a formidable nuisance, hovering about in packs of half dozens, living only on the refuse thrown into the streets, and having no other abode by night or day. They occupy certain districts well defended by themselves, and when one gets astray and invades his neighbour's quarters the howling is terrific. Beggars, also, form an institution, exceeding in horrible deformity what is seen in China. The bridge of boats is their favourite resort, and the disgusting exhibitions there are not to be described. Amid the novelties that strike the European nothing surprises him more than the silence that pervades so large a capital. The only sounds he hears by day are the cries of bread, fruits, sweetmeats, or sherbet, carried in a large wooden tray on the head of an itinerant vendor, and the barking of dogs. The contrast between Constantinople and a European city is still more strongly marked at night. By ten o'clock everything is hushed, and not a creature is seen in the streets, except a few patrols. This silence is frequently destroyed by a fire, which is announced by the patrol striking on the pavement with their iron-shod staves, and calling loudly "Yangen var" (there is a fire!); on which the firemen assemble, and all the inhabitants in the neighbourhood are immediately on the alert. If it be not quickly subdued, all the Ministers of State are obliged to attend, and if it threatens extensive ravages, the Sultan himself must appear, to encourage the efforts of the firemen. The combination of Oriental splendour, filth, and misery to be found in Constantinople is certainly unequalled in any other city in the world.

From the Golden Horn steamers run to Scutari and the line of the Bosphorus up to the ports of the Black Sea, and another service runs from Sulina up the Danube to Vienna. The steamer stops at several places, and occupies about an hour and a-half to the head of the Bosphorus, which connects with the Euxine. The two shores of the Bosphorus are studded with palaces and gardens, and most of the Turkish navy is anchored here, the number of ironclads and other craft varying from twenty to thirty. The Sultan's Palace, the summer palaces of the foreign Ambassadors, the Pachas, and other notable personages, including that of the English Minister, are at Therapia. The beauty of the Bosphorus cannot be overrated. It does not run a straight course, but forms a chain of small bays or lakes. This formation cause irregular currents, which can only be navigated with safety by steam power. By reference to the map it will be seen that the seven promontories on the European shore have as many corresponding bays on the Asiatic side.

Scutari has become familiar to English ears since the Crimean war, as it was used as a depot for our troops and stores and hos-

pitals. It is here that the good work of Florence Nightingale was chiefly carried on, and the hospital still bears her name, which is cherished by all Turks. The burying-ground of our soldiers is also here, and it is kept in good order, with a resident English keeper, paid by our Government. Scutari lies on the Asiatic side, at the confluence of the Bosphorus and the Golden Horn, distant only about twenty minutes by steamer from Constantinople. It stands on seven hills, and was constructed in the earliest time of the great Persian monarchy. The name is as old as the town itself, for Uskudar means in Persian a courier who conveys the Royal orders from station to station, so that they may be forwarded by estafette or a change of couriers. Scutari, therefore, was in the remotest periods, what it is to this day, the post station for Asiatic couriers, the great rendezvous of all the caravans proceeding from Europe, and the spot whence all travellers from Constantinople to the East commence their journeys.

THE CHINESE LABOUR QUESTION IN AMERICA.

The *New York Times*, referring to the report of the Committee of Congress on the above subject, observes that the Congressional report will not please those who insist that Chinese immigration to California is an unmixt evil. It goes on to say: "The Committee agree that the resources of the State (of which we hear so much) have been more rapidly developed by the cheap and docile labour of the Chinese than they could have been without it. But it is further argued that this apparent prosperity is deceptive; it benefits the capitalist and depresses the white labourer. A sound social prosperity, argue the Committee, is based on adequate wages, the family, and education of the young. None of these elements are found among the Chinese. Therefore the wealth which their labour produces is unwholesome or fictitious. This means, we must suppose, that it would have been better if the Pacific Railroad, the great water-ways in the mining districts, and other works requiring the investment of considerable capital, had cost more, or had not been built so soon, or had never been built. They were constructed by Chinese labour when the cost of white labour would have made their completion impossible. This seems like a very thin argument. Public improvements which facilitate the movement of goods, passengers, and industrial products, and others which hasten the development of natural resources, are not desirable if they are the work of an alien race. Why? Because, it is answered, these aliens not only do work which white men could not or would not perform, but they also compete with them in other fields of activity. Not only so, but they are objectionable because they are unclean in habit and in all their associations. Competition in labour, says the Committee, might be endured. But when the successful competitor is helped by a cheapness which is secured at the cost of personal comfort and decency, he is an unendurable interloper. This is precisely the conclusion to which the Committee are forced. It is complained that the Chinese in San Francisco 'live in filthy dwellings, upon poor food, crowded together in narrow quarters, and disregarding health and fire ordinances.' We are surprised at this confession of the weakness of the Municipal Government of San Francisco. The report puts the number of Chinese in that city at 35,000, or 40,000 less than the excited memorialists who lately addressed the President on this subject. The total population of the city is estimated at 250,000, and it is now contended that the 35,000 Chinese are able to defy the local authorities, and live in a condition of filth and squalor which not only breeds contagion, but must reduce, by disease, their own numbers. This is mere assertion, however. If it is true that this small fraction of the total population of the city cannot be controlled, more shame to the weak local Government. If the Chinese quarter is a deadly spot, and if the influence spreading therefrom is fatal to the rest of the people, where are the statistics to prove it? It may be admitted that crowded tenements and narrow streets are unsightly, but there is nothing to show that mortality among the Chinese denizens of these quarters is any greater than in the densely-populated area of San Francisco where other foreigners live and die." The Committee recommend that Congress take measures to confine our treaty relations with China to "strictly commercial purposes." This means, of course, to prohibit Chinese immigration. To regulate immigration so that it shall not exceed a certain figure would be impossible. But when we exclude the free immigration of the Chinese, we must be ready to be excluded from China, in turn. A commercial treaty with a friendly nation is desirable, but it cannot be wholly one-sided. The conclusions of the Congressional Committee are largely fallacious. It does not seem necessary to add that their single recommendation is utterly impracticable.

The *Times*, after summarising the facts set forth in the Report as given above, takes substantially the same view as its New York namesake. It says:—Our Artisans' Dwellings Acts have, after all, very much the same object which the inhabitants of California are professing themselves anxious to realise. So far, then, we cannot but sympathise with the professed motives of this crusade against Chinese immigration, whatever we may think of the much more questionable means by which its leaders are proposing to proceed. But it has been clear all through the discussion on Chinese Immigration that the real forces at work have been of quite another kind, and quite distinct from those which we can in some degree approve. That cheap Chinese labour should threaten to supplant more costly and less docile white labour is felt naturally enough as a grievance by the white labourer. The interest of the employers of labour and of the general community is, however, not wholly identical with that of the white labourers. A well-balanced relation between pay and work is what all ought to be willing to accept; but in California the scales have hitherto been a good deal weighted on the side of the labourer, and we are by no means satisfied that the Chinese immigration has made them even. It is, no doubt, less easy than it used to be to obtain high wages in California for short hours and bad work, but we need not pay much regard to the class of labourers who are

most likely to complain of this. But it is the future danger, it will be said, against which Congress is asked to guard. The State of California is not yet swamped by Chinese immigrants, but the tendency is clear and the certain effects are deplorable. It will be too late by-and-by, when the tide has risen to its full height, and when the State has well-nigh passed into the hands of the strangers. But we must remember here another charge against the Chinese, not so clearly made out than any of the others, and not less conducive on their demerits as American residents. We may allow that it would be most undesirable that an American State should slip indirectly out of American possession; but we may fairly ask, in turn, how it is possible that this can happen as the result of Chinese immigration. The Chinese, on the testimony of their accusers, have no thought whatever of settling themselves permanently in America. They do not desire to share the civilisation of which they are the convenient tools, or to exercise voting privileges, which the alleged shallowness of their brainpan will not suffer them to employ aright. They have left China, not from any preference for America, but simply with the purpose of returning home laden with American spoils. It is for this object that they are content to go through their term of servitude, and their only wish is that their period of enforced absence from home may come to a close as soon as possible. A community consisting almost exclusively of males, not intermarrying with the people among whom they are living, and eager to get away at the first opportunity, can scarcely be considered as threatening any very permanent mischief. That such objections as this should have been included in the Committee's Report, and that the discrepancies we have remarked should have been suffered to pass unnoticed, seem to us to prove very convincingly that their views have been formed under strong bias, or that they have not been thought out with any care, and that they represent, accordingly, nothing better than chance influences and reckless talk. It is sad, of course, that the virgin purity of San Francisco society should be sullied by contact with a race of lower morals and less inoffensive personal habits. It is hard that the patriotic desire of all other classes of foreigners to obtain high wages should be thwarted by the perverse willingness of their Chinese rivals to work for low wages. But is there no middle course between suffering them to come in any numbers and shutting them out altogether? Perhaps we need not altogether regret that one form of improper influence is likely in this matter to correct the mischief of another, and that the patriotic outcry of the Californian rowdies against Chinese immigrants will be moderated by the more professedly selfish aims of the Pacific Mail Steamship Company. The case may very well be one which calls for Legislative help, but the Report of the Committee is, on the face of it, not of a kind by which the Legislature ought to be guided.

RUSSIA IN CENTRAL ASIA.

The *Standard* states that the *Official Gazette* of Tashkeud has lately published a statement to the effect that the armies of the Chinese and of the Kashgarians, which have long been threatening each other, and carrying on a barren frontier warfare, have at last approached each other in force, and, it is said, are now only separated by the Tian Shan Mountains. The Chinese Government, it is notorious, have long been eager to strike a heavy blow at the growing Mahometan Power which harasses their north-western provinces and seems capable of winning away the inhabitants from their loose allegiance to Peking. The Chinese frontier army, which some time ago gained a few trifling victories over the Kashgarians, has been reinforced, and from an arsenal lately established at Lanchefu ten thousand breech-loading rifles have been sent to the head-quarters of the "expeditionary force" at Gutchen. It is true that the reports of the Chinese successes have been grossly exaggerated, and even the Peking Government has not ventured to give currency to the rumour which reached Europe some months ago, that the son of the Ameer of Kashgar had been taken prisoner in one of the engagements of last summer. The impression, indeed, prevails among Englishmen who know China, that the troops sent to the north-west will be found no match for the Kashgarians, blazing with zeal for Islam, and led by a Prince whose force of character has raised him from a humble station to a position where his policy is watched with anxious eyes by the greatest Empires on the earth. But in Kashgar itself the forecast of the struggle with China, which must some day be faced, is not contemplated with the same assurance of victory. The Ameer is labouring to strengthen his military resources, and at the same time to draw the bonds of diplomatic intercourse with Russia closer and closer. Russia, apparently, is on the alert to guard against possible dangers, and to profit instantly by any advantages that may offer themselves. A special Embassy from St. Petersburg has followed the Ameer to Akasu, his head-quarters in the war against the Chinese, so that whether the Kashgarians be worsted or victorious the Russian Government will have the earliest and most accurate information.

ROYAL GEOGRAPHICAL SOCIETY.

At the meeting of the Geographical Society on the 12th inst. Sir Rutherford Alcock, K.C.B., in the chair, Mr. J. Y. Buchanan read a paper on the "Distribution of Salt in the Ocean, as indicated by the Specific Gravity of its Water." The lecture was based on observations taken by H.M.S. *Challenger*, and was illustrated by various diagrams which showed the variation of the saltiness of the ocean, and were explained in detail by the lecturer. He said that water had been taken from different depths and at an immense number of places in the ocean. Of the three and a-half years during which the cruise lasted, three years were spent in the tropics, and the water from the bottom of the sea had to be allowed to stand to take the temperature of the air before its specific gravity was ascertained by means of a hydrometer. The water was heaviest, and consequently most salt, in portions of the Atlantic where there were two land is on each side of the equator, which were of the greatest density, while between them, on the equator, was a band which was not so salt. Throughout the whole of the Atlantic

the water was more salt than in any part of the Pacific. Mr. Buchanan gave reasons for attributing this effect to the operation of the trade winds, which caused a much larger amount of evaporation than took place in the Pacific, where the trade winds were neither so regular nor so general, and where there was much greater rainfall than in the Atlantic. The most interesting feature noted was that the greatest saltiness in the ocean was found in the coldest and also in the hottest regions; and this Mr. Buchanan explained arose from the same proximate cause, brought about by opposite remote causes; that is to say, in both cases the increased saltiness resulted from the abstraction of a certain portion of the water at a given place, in the one case from the effects of the cold, the ice containing much less salt than the water from which it is formed, and in the other from the effects of heat, which caused evaporation. At the conclusion of the paper, Sir Rutherford Alcock said it was of great interest as giving information upon certain important scientific problems, which could scarcely be obtained in any other way than by expeditions too costly for private individuals, such as that of the *Challenger*. The information given was merely a fragment of the many valuable results of that voyage; and he thought the Government could not better employ its surplus funds than in despatching such expeditions. Mr. Herbert J. Allen, of H.B.M. Consular Service in China, then read a paper entitled "A Journey through Formosa, from North to South." He gave various details of the manners and customs of the people; his treatment by the Chinese officials, the missionary stations in the interior of the island, and other similar matters. He stated that since the Japanese expedition against the Formosan tribe the Chinese have endeavoured to extend their territory and increase the number of colonists, and during the last year they have largely increased the staff of officials, but colonists in advanced positions are exposed to many serious risks, notwithstanding that the Chinese have made large presents to many of the native chiefs. Mr. Allen travelled in company with missionaries, who are well received, and who have a considerable number of converts to Christianity among the natives, who are supposed to be of the Malayo-Polynesian race. Mr. Allen entered by a very narrow pass into a plain, inhabited principally by semi-civilised natives and a few Chinese, the hills surrounding it being occupied by wild savage tribes, who live by hunting in the woods. Sir Rutherford Alcock stated that some years ago he had visited Formosa, and was much struck by what he saw there. The Chinese who had established themselves at various places round the coast, but had not subdued the inhabitants, looked upon the natives as almost wild, and spoke of them as barbarians. The island was extremely fruitful, and pine-apples grew there wild. He had asked permission of a native on one occasion to take some, and on inquiring what return he should make in payment was told to take as many as he liked, as they were worth nothing. He considered Formosa as undoubtedly of some commercial importance, but it required developing. At present it was merely "fringed" by the Chinese. The inhabitants were almost wild, and had an unpleasant fancy for the heads of strangers. The climate, he considered, was very much against colonisation, although it was spoken of more favourably, he thought, than it deserved by Europeans who had been there. The British Consul in the north of the island, whom he saw, told him the climate was very pleasant, but they had rain there for over six months in the year. Some progress was, however, being made in the development of the island. The coal mines were being worked in the north, and were likely to prove of advantage to steamers which traded on the coast. We must, however, be patient and wait until time had further developed the resources of the island. In themselves, however, they were undoubtedly great; and consisted, in fact, of almost all kinds of tropical produce—tea, coffee, sugar, &c.; these might be produced in large quantities if the island had the good fortune to be civilised and under a good Government. So far, however, as he could judge from what he heard when in China, it seemed to cost so much in health and money to go up the country that few were disposed, as matters stand at present, to do so.

THE NAVY ESTIMATES FOR THE FAR EAST.

The following are the whole of the votes in the Navy Estimates for the Far East, the figures within the parentheses being the votes for last year:—

HONG KONG.

Dockyard.—Naval officer in charge of establishments, £841 (£841), in addition to which he is paid £547 10s. for his naval duties; retinue of naval officer in charge of establishments, £278 (£278); staff commander, acting as master attendant, £737 (£737); inspector of machinery afloat, £748 (£748); three engineers, £939 (£939); carpenter, acting as assistant master shipwright, £177 (£177); boatswain, £323 (£286); chaplain, £319 (£319); surgeon of H.M.S. Victor Emmanuel, for additional duties in attending the dockyard men and their families £46 (£46); paymaster, for doing duty as naval and victualling storekeeper, £842 (£778); accountant, £900 (£1,000); two clerks, £766 (£756); allowance to ditto to meet the increased cost of living, £200 (£200); allowance to ditto for house rent, £300 (£300); mechanic writer, £149; temporary employment of writers, £2,805 (£2,794); writer borne on the books of H.M.S. Victor Emmanuel, — (£84); allowances in lieu of stationery, £52 (£52); postage, boat-hire, advertisements, and other small expenses, £60 (£60); total salaried establishment, £11,082 (£10,995). Wages: 234 (211) men, £7,768 (£7,731); 27 (27) seamen for service in the yard, £1,262 (£1,262); allowances in lieu of provisions and quarters to some of the above, and for extra pay, £1,212 (£1,150); wages of 15 (15) persons employed for yard service afloat, £330 (£343); wages of 6 (6) for yard service afloat, £201 (£201); allowances in lieu of provisions, £200 (£200); wages and clothing of the police, 36 (36), employed in the yard, £3,318 (£3,448);

total wages, 318 (£295), £14,271 (£14,335); total for Hong Kong Naval Yard, £25,353 (£25,330).

Victualling Yard.—Wages of 24 (24) artificers and labourers, £985 (£981).

Hospital.—Deputy inspector-general of hospitals, £693 (£608); two surgeons, £510 (£538); allowances to medical officers in lieu of provisions for themselves and servants, £328 (£328); clerk, £381 (£371); dispenser, £283 (£276); rents, &c., £2; gas, £200 (£200); allowances in lieu of stationery, £15 (£15); funeral expenses, boat-hire, washing linen, and other small expenses, £140 (£140); total salaried establishment, £2,552 (£2,476). Wages: £1,054 (£1,054). Total for Hong Kong Hospital, £3,606 (£3,530).

New Works, Buildings, &c.—Extension of pier, £1,160; factory buildings, to complete, £1,000; boundary wall and gates, £750; re-constructing sea-wall, £850; foundations for machinery, £300; new store, master attendants' and police-quarters (additional works), £300; houses for fire-engines, £200; repairs and maintenance of buildings, £800; new machinery, £630; repairs to plant and machinery £500; total, £7,490. Renewal of water-pipes at hospital, £600; jealousies for verandah at hospital and surgeons' quarters, £420; kitchen for surgeons' quarters, £220; lightning conductors, £110; circulating boiler and pipes for baths, £150; raising boundary walls and renewing gate, £150; renewal of floor, £120; fence for inclosing new ground, £150; repairs and maintenance of buildings, £490; total, £2,410.

Naval Prison.—Wages of master-at-arms and three ships' corporals of the Victor Emanuel, £237 (£237).

Loss by Exchange.—Net loss by exchange incurred from payments made by paymaster on the East India and China Stations, and discount on bills drawn, £300 (£300).

Superannuation.—Among the pensions is: Mr. R. F. Hawke, accountant, Hong Kong, eighteen years' service, £354 0s. 8d.

SHANGHAI.

Dockyard.—Paymaster in charge of naval and victualling stores and coal depot, £584 (£566); water, £40 (£40); allowance in lieu of stationery, £15 (£15); postage, advertisements, and other small expenses, £35 (£45); total salaried establishment, £674 (£666). Wages: Thirty natives employed in the yard in various capacities, £880 (£916); two ships' stewards, £200 (£200); allowances to ships' stewards in lieu of provisions, £55 (£54); allowances to ditto as store issuers, £36 (£36); total wages £1,171 (£1,206). Total for Shanghai Establishment, £1,845 (£1,872).

Buildings.—Repairs and maintenance of buildings, £600.

YOKOHAMA.

Victualling Yard.—Paymaster, £924 (£797); rent of ground for depot, £95 (£95); allowance in lieu of stationery to the paymaster, £15 (£15); postage, travelling charges on the public service, and other small expenses, £5 (£10); total salaried establishment, £1,039 (£917). Wages: Two ships' stewards, a Chinese cooper, and a Japanese head coolie, £216 (£188); allowances in lieu of provisions to the above, £91 (£91); extra pay to two ships' stewards, £46 (£46); wages of four native watchmen £81 (£81); total wages, £434 (£406). Total for Yokohama Victualling Yard, £1,473 (£1,323).

Hospital.—Staff-surgeon, £329 (£329); surgeon, £256 (£228); allowances to medical officers in lieu of provisions for themselves and servants, and for fuel and light, £220 (£220); rent of land for hospital, £174 (£174); allowance in lieu of stationery to the surgeon, £2 (£2); washing, funeral expenses, and other contingencies, £75 (£75); total salaried establishment, £1,056 (£1,028); wages, £873 (£848); total for hospital, £1,929 (£1,876).

Works.—Repairing sea wall, £2,850; repairs and maintenance of buildings, £200; total, £3,050; repair and maintenance of buildings at hospital, £400.

SINGAPORE.

Coal Depot.—Allowance to the senior commissariat officer for taking charge of the naval coal depot and stores, £100 (£100); wages of hired artificers and labourers, £56 (£56); total, £156 (£152).

Monetary and Commercial.

The position of the Tea Market is unaltered. Teas continue to be forced off without reserve, and complaints of the disastrous state of business are made in all directions. The amelioration of the present state of affairs rests with importers, who should take steps to check the heavy supplies from China. We are certain to receive increased quantities from India, and at least 32,000,000 lbs. must be expected during the coming season, all of good quality, whereas of China teas much of that imported is unsuited to the present wants of consumers. To-day's quotation for good clean Common Congon, red or black leaf, is 7½d. per lb., with unlimited supplies available, and further additions to the stock will continue for some time, as many parcels imported of a higher grade deteriorate to the level of "good common" owing to its poor keeping properties, from its being imperfectly fired, and, in consequence, losing its quality.

In the Produce Markets there has been a continuance of the

quietude so long prevailing, and transactions have been of very moderate extent, there being an entire absence of speculative demand. The public sales of Tea continue large, but supplies have for the most part sold readily at the previous value. Silk has been in improved demand at advanced quotations. Plantation Ceylon Coffee is steady, but Native has declined. Sugar is dull, and China has sustained a fall of 2s. to 2s. 6d. per cwt. Floating cargoes of new Burmah Rice have been sold at firm rates, but there is little or nothing doing on the spot. The declining tendency of Cotton has continued. Tin is lower, Straits being quoted £71 10s., Banca, £74 per ton. Cutch, Gambier, Isinglass, and Pepper are all lower in value. Business in other articles has been on an extremely limited scale.

The quantity of tea cleared from the bonded warehouses in London last week amounted to 3,548,043 lbs., which was 400,088 lbs. more than was taken out of bond during the corresponding week of 1876. Of this quantity 2,192,420 lbs. went for home consumption, the duty on which was £54,810 10s., an increase of £4,713 18s. on the sum taken during the corresponding week of last year, when the tea duty collected in London realised £50,096 12s.

The third annual drawing of the Bonds of the Japan Government Seven per Cent. Loan, which are to be paid off on the 2nd July, will take place on the 3rd proximo at the Oriental Bank.

A further reduction of ½d. per rupee was submitted to in the allotment of the India Council Bills on the 14th inst. Last week's successful tenders were made at, and above 1s. 9½d. per rupee, whereas for the 17½ lacs (say £175,000) placed on the 14th inst. only 1s. 9¼d. was obtained; £100,000 was taken for Calcutta, and the balance for Bombay. Applicants at that rate received in full, except those for telegrams on Calcutta, which obtained about 78 per cent. of the amounts applied for.

The price of Bar Silver has receded to 55d. Mexican Dollars have also become much weaker, closing at 54½d. per oz.

The *Daily News* Lyons correspondent alludes to the various theories which are afloat as to the cause of the great distress which, whatever may have been its origin, undoubtedly does exist amongst the operatives of Lyons. It has been asserted that the crisis has been, if not caused, at all events precipitated by the statements made in the French Chamber of Deputies by one or two representatives of the city, especially by M. Ordinaire, the argument being that in proclaiming to the whole world the existence of distress and the general suspension of manufacture he virtually told the silk buyers of Europe and America that if they held back their orders they would be able to purchase at a lower rate. One would have supposed that the large buyers are sufficiently well posted in what takes place at the capital of the silk trade not to require any information which may be given in a public speech, and there is probably more truth in the theory which attributes the crisis to the lessened demand for silk since ladies have taken to wearing dresses made of other materials. The Chamber of Commerce at Lyons, which ought to be able to speak with authority, does, however, adopt to a certain extent the former theory. Nearly half the looms in the city are stopped though the manufacturers are doing their best not to suspend operations altogether, or all at once; and the same is the case in the factories where the silk is dyed.

The following Joint-Stock Companies (Limited) have been registered during the week:—

- Benjamin Evans and Co. (Drapers)—Capital £30,000, in £10 shares
- Bowing's Patent Filter-Press—Capital £50,000, in £5 shares.
- Brick and Stones—Capital £66,000, in £25 shares.
- Brooks, Greenwood, and Company (Engineers, &c.)—Capital £10,000, in £5 shares.
- Chesterton Coal and Iron—Capital £208,000, in £130 shares.
- Civil Service Meat Supply—Capital £150,000, in £5 and £2 shares.
- Electric Writing—Capital £20,000, in £20 shares.
- Fleetwater Green Slate—Capital £30,000, in £10 shares.
- Fleetwork Shipping—Capital £156,000, in £10 shares.
- Great Grimsby Ajax Building—Capital £10,000, in £10 shares.
- Grimsby Franklin Building—Capital £4,000, in £10 shares.
- Hindley Green Trading—Capital £500, in £1 shares.
- Ivinghoe and Horton Brick and Tile—Capital £10,000, in £5 shares.
- Joseph Halliday and Company (Filter Makers)—Capital £20,000, in £5 shares.
- Kensington Gore Mansions—Capital £250,000, in £10 shares.
- Lancashire Coal—Capital £20,000, in £10 shares.
- Leeds East Ward Investment—Capital £1,000, in £50 shares.
- Mathers, Hewitt, and Co. (Hat Manufacturers)—Capital £2,000, in £1 shares.
- Morley Victoria Quarry—Capital £8,000, in £5 shares.
- Mosaic Tile—Capital £10,000 in £5 shares.
- Swedish Railway Equipment—Capital £50,000, in £10 shares.
- Trafalgar Investment Association—Capital £70,000, in £500 shares.
- Wallasey Brick and Land—Capital £30,000, in £5 shares.
- Wigan Spinning—Capital £100,000, in £25 shares.
- William Foster and Company (Engineers)—Capital £60,000, in £10 shares.

Four joint-stock institutions, viz., William Dangerfield and Company (Limited), the Middleton Silk Manufacturing Company (Limited), the Bedlington Brick Manufacturing Company (Limited), and the Gateshead Masonic Hall Company (Limited), are to be wound up voluntarily.

Applications are invited by the National Bank of Scotland on behalf of the Gothenburg Commercial Company for £200,000

in 5 per cent. redeemable obligations of the Bergslagens Rail-way Company (Sweden). The price of issue is 91 per cent. and the bonds are of the value of £50, £250, and £500 each, with interest payable in January and July. The line is to run from Falun to Gothenburg, with sundry branches, and will be in all 344 miles in length. The section from Falun to Kil is open, and passes through the mineral districts, and to complete the work to Gothenburg it is expected that about two years will be required. The obligations are redeemable by annual drawings at par, and the Gothenburg Handels Company guarantee the interest on the bonds till 1834, before which time it is expected that the traffic will be fully developed.

The report of the Mauritius Land, Credit, and Agency Company for the year ended 31st December shows a net profit, inclusive of £218 brought forward, of £12,129. The interim dividend of 2s. 6d. per share paid in September absorbed £3,750, and it is now proposed to make a further distribution of 3s. per share, requiring £4,500. To the reserve £1,500 is added, raising it to £14,000, and from the balance of £2,379 the directors propose to invest £2,000 in Consols or approved securities as the nucleus of a home reserve fund.

The report of the Equity Law Life Assurance Society shows that the new policies effected last year insured a sum of £432,207, the new premiums being £15,197. The claims have been only £37,651, being less than half the expectation of the year. The assets, after providing for outstanding claims, amounted at the end of the year to £1,284,954, being an increase of £131,428 in the course of the year, and the investments, excluding reversions, produced an average rate of £4 18s. 1d. per cent.

The report of the India Rubber, Gutta Percha, and Telegraph Works for the year 1876 states a net profit of £30,764 was made, which has more than sufficed to clear off the debit balance of £24,183 in 1875. The balance of £8,905 is carried forward. The auditors again press the necessity of a reserve fund being created, and urge as a reason that they "cannot put a value on the shares in other companies" amounting to £301,908, or on the dividend on a portion of such shares taken credit for in the profit and loss account."

The Barcelona Tramways Company (Limited) notify that a further dividend of 13s. per share, making 9½ per cent. for the year 1876, will be paid on the 1st April, free of income-tax.

The directors of the Bank of Australasia have declared an interim dividend on the capital of the bank (£1,200,000) at the rate of 1½ per cent. per annum, free of income-tax.

It is announced that the trustee of the estate of Messrs. Bowdler, Chaffer, and Co., shipbuilders, Seacombe, has negotiated a sale of the machinery, plant, and all the materials in the yard for the sum of £6,500, subject to the sanction of the general body of creditors, and a meeting is called for the 19th inst. to consider the question.

BULLION AND EXCHANGE QUOTATIONS.

Bar Gold	... 77 9½ to 77 10	per oz. std.
United States Gold Coin	... 76s.	per oz.
German Gold Coin	... 76s. 3½d.	per oz.
Bar Silver, Fine	... 4s. 7d.	per oz. std.
Bar Silver contg. 5 grs. Gold	... 4s. 7½d.	do.
Mexican Dollars	... 4s. 6½d.	per oz.
Spanish Dollars (Carulus)	...	per oz.
Five Franc Pieces	...	per oz.

DOCUMENTARY AND PRIVATE BILLS.

	60 d/s.	30 d/s.	Demand.
Colombo	1/8½	1/9 to 1/9 1-16	1/9½ to 1/9 3-16
Singapore	3/10 to 3/10½	3/10½ to 3/10½	3/10½ to 3/10½
Hong Kong	3/10 to 3/10½	3/10½ to 3/10½	3/10½ to 3/10½
Shanghai	5/3 to 5/3½	5/3½ to 5/3½	5/3½ to 5/4

THE BOARD OF TRADE RETURNS.

The following is an extract from these Returns of the figures which refer to our export trade with China and the Far East:—

COTTON YARN.		For the Month ended 28th February.		
To		1875.	1876.	1877.
China and Hong Kong	lbs.	1,034,000	1,145,200	1,057,200
Japan	"	774,000	845,300	731,600
Straits Settlements	"	221,600	97,800	182,300
Ceylon	"	30,500	26,500	18,400
		For the Two Months ended 28th February.		
China and Hong Kong	lbs.	2,202,100	2,278,200	2,675,600
Japan	"	2,060,500	2,031,700	1,737,900
Straits Settlements	"	351,700	243,700	387,200
Ceylon	"	54,200	43,100	25,900

COTTON MANUFACTURES.		For the Month ended 28th February.		
To		1875.	1876.	1877.
China and Hong Kong	yds.	34,379,400	38,690,500	31,543,900
Japan	"	2,347,500	1,746,500	1,912,500
Philippine Islands	"	1,571,300	1,658,200	5,225,900
Java	"	4,353,700	5,052,200	5,631,600
Straits Settlements	"	6,388,900	8,548,200	10,024,700
Ceylon	"	1,550,500	4,106,400	3,159,800
		For the Two Months ended 28th February.		
China and Hong Kong	yds.	66,118,300	78,960,100	71,718,300
Japan	"	7,567,500	4,338,500	4,334,800
Philippine Islands	"	4,032,200	4,584,400	8,866,500
Java	"	8,372,300	8,257,500	12,811,900
Straits Settlements	"	12,651,200	16,422,700	19,506,500
Ceylon	"	4,801,100	7,922,700	7,320,100

WORSTED STUFFS.		For the Month ended 28th February.		
To		1875.	1876.	1877.
China and Hong Kong	yds.	1,149,000	1,450,600	1,108,900
Japan	"	593,600	158,100	385,100
		For the Two Months ended 28th February.		
China and Hong Kong	yds.	2,328,300	2,637,800	2,601,000
Japan	"	1,372,100	467,400	925,200

WOOLLEN CLOTHS.		For the Month ended 28th February.		
To		1875.	1876.	1877.
China and Hong Kong	yds.	123,200	219,500	199,000
Japan	"	100	16,600	300
		For the Two Months ended 28th February.		
China and Hong Kong	yds.	259,100	401,400	362,500
Japan	"	5,900	23,700	5,200

LEAD TO CHINA AND HONG KONG.		For the month		
To		tons	1875.	1876.
For the month		456	1,982	2,126
For the two months		1,182	3,374	3,972

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and twelve months ended Dec. 31, 1876, compared with the corresponding periods of the two preceding years, is returned as follows:—

		For the Three Months ended 31st Dec.		
From		1874.	1875.	1876.
China (exclusive of Hong Kong and Macao)	...	£3,656,839	£4,033,330	£5,526,487
Hong Kong	...	210,846	293,795	548,933
Macao	...	9,406	30,374	2,440
Japan	...	48,619	128,963	335,765
Straits Settlements	...	782,739	903,849	607,675
Ceylon	...	677,126	754,398	517,676
Philippine Islands	...	271,105	357,590	324,723
Java	...	118,496	44,107	154,080
Siam	...	—	42,504	8,504
Borneo	...	4,880	—	—
Cochin-China	...	4,240	6,220	—

		For the Twelve Months ended 31st December.		
From		1874.	1875.	1876.
China (exclusive of Hong Kong and Macao)	...	£11,145,909	£13,607,532	£14,969,392
Hong Kong	...	747,291	1,154,910	1,388,699
Macao	...	44,994	47,140	17,459
Japan	...	573,136	377,791	640,511
Straits Settlements	...	2,604,854	3,149,310	2,642,195
Ceylon	...	3,600,492	4,380,821	3,131,574
Philippine Islands	...	1,417,989	1,559,500	1,459,869
Java	...	1,311,939	1,442,607	1,421,745
Siam	...	—	43,095	127,116
Borneo	...	57,820	28,715	25,103
Cochin-China	...	29,538	6,741	4,411

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and twelve months ended 31st December, 1876, compared with the corresponding periods of the two preceding years, is returned as follows:—

		For the Three Months ended 31st December.		
To		1874.	1875.	1876.
China (exclusive of Hong Kong and Macao)	...	£1,104,556	£1,007,676	£1,193,143
Hong Kong	...	722,921	786,784	813,502
Japan	...	393,143	483,382	749,886
Straits Settlements	...	537,400	471,420	454,029
Ceylon	...	294,917	364,327	287,958
Philippine Islands	...	134,813	262,365	221,092
Java	...	300,605	296,862	366,355
Siam	...	—	556	1,145
Cochin-China	...	35	2,759	445
Borneo	...	—	—	—

		For the Twelve Months ended 31st December.		
To		1874.	1875.	1876.
China (exclusive of Hong Kong and Macao)	...	£4,751,103	£4,928,500	£4,611,378
Hong Kong	...	3,046,380	3,599,811	3,082,357
Japan	...	1,282,899	2,460,227	2,037,801
Straits Settlements	...	2,344,510	1,961,634	1,969,614
Ceylon	...	1,158,283	1,076,752	1,072,779
Philippine Islands	...	456,953	930,230	713,139
Java	...	1,208,734	1,577,980	1,562,447
Siam	...	27,541	13,504	5,327
Borneo	...	15	259	70
Cochin-China	...	341	6,769	3,020

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—There is no alteration to notice in our market this week. Public sales without reserve still continue to be the leading feature, and those of this week have comprised a larger proportion of good grades of Congou, which went off slowly at irregular prices; they also comprised over 5,000 packages of Green tea, which went at low prices for all common to medium kinds. Congous.—Red-leaf kinds: Siftings being scarce sell at comparatively full prices; common sold from 6½d. to 7½d., fair to good common from 7½d. to 8½d., showing no change; fair kinds at 9½d. to 10½d., and good medium at 1s. 1½d. to 1s. 2d., and good at 1s. 5½d. to 1s. 6½d. were rather easier prices. Privately there has been but little done. Pak-lin kinds show no change. Black-leaf kinds: Common to good common

at 7½d. to 8½d. per lb. remain as before; fair kinds at 8½d. to 9½d. per lb. were rather cheap; fair to good medium sold from 1s. 1½d. to 1s. 3½d. or lb. and good at 1s. 5½d. to 1s. 6½d., fine at 1s. 10d. to 1s. 11½d. per lb., prices being rather irregular. Privately there is a moderate inquiry for good to fine kinds. New-make Congous: Common sold at auction at 7½d. to 7¾d. per lb., being a lower quotation; fair kinds sell only slowly; a few parcels of good to fine have sold from 1s. 1½d. to 1s. 5d. per lb., being rather lower rates. Oolongs are only in limited request; at public sale fine Formosa only realised 1s. 4½d. to 1s. 5½d. per lb. Souchongs: A few fine have been inquired for, but the demand is generally quiet; common at auction sold at 8½d. to 9½d. per lb., good at 1s. 3½d. to 1s. 5d. per lb. Scented Teas.—Canton Capers have been dull of sale; common show no change; fair to good kinds have sold at low prices at public auction, say 1s. 1½d. to 1s. 1¾d. per lb. Orange Pekoes: The Macao kinds are steady; long leaf kinds sold at 1s. 3d. to 1s. 4½d. per lb., being much as before. Foo Chow Capers are only saleable at low prices. Orange Pekoes continue in request at full prices. Green Teas.—The large quantity offered at auction has gone off slowly at some decline in prices. The public sales have comprised 22,158 packages, the whole of which have been offered and sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1877.	1876.
	lbs.	lbs.
Home Consumption ...	2,203,150	2,042,353
Coastwise... ..	637,557	759,036
Exports	708,138	531,400
	3,548,845	3,332,789

SILK.

The tone of the market has undergone a favourable change during the week, and with an increased demand prices of most descriptions have advanced. Deliveries 1st to 14th inst. inclusive: China, 704 bales; Canton, 292; Japan, 270; total, 1,266 bales.

LONDON QUOTATIONS—MARCH 13.

CHINA.		
Tantlee, No. 1 ... ..	...	27s. 6d. to 28s. 6d.
" No. 2 ... ..	...	26s. 6d. to 27s. 6d.
" No. 3 ... ..	...	25s. 6d. to 26s. 6d.
" Red Peacock ... ..	...	21s. 6d.
Yuenfaa and Hunin, Nos. 1, 2, and 3 ...	...	20s. 6d. to 21s. 6d.
Taysam Keying, Nos. 1, 2, and 3 ...	...	19s. 6d. to 20s. 6d.
Long Reel ... ..	...	11s. 6d. to 12s. 6d.
Canton ... ..	...	13s. 6d. to 14s. 6d.
Chinese Thrown ... ..	...	16s. 6d. to 17s. 6d.
JAPAN.		
Maibashi and Sinchu, Nos. 1, 2, and 3 ...	...	21s. 6d. to 22s. 6d.
Idah, No. 2 ... ..	...	26s. 6d. to 27s. 6d.
Sodai, No. 2 ... ..	...	21s. 6d. to 22s. 6d.
Oshiu, Nos. 1, 2, and 3 ... ..	...	21s. 6d. to 22s. 6d.
Amatski ... ..	...	17s. 6d. to 18s. 6d.
Kakidaki ... ..	...	26s. 6d. to 27s. 6d.
Hatcho-gee ... ..	...	13s. 6d. to 14s. 6d.

COFFEE.

The statistical position of this article has undergone a considerable change since the commencement of the year, for the deficiency of 43,000 tons then apparent in the chief European stocks has been brought down to less than 20,000 tons, and the stock in London, instead of being 7,000 tons less, is now about equal to last year. Attention has been chiefly directed towards Plantation Ceylon, large supplies of which have been brought to auction almost daily, but the demand has been nearly equal, and prices, after more than usual fluctuations, close nearly equal to those a fortnight ago. Native and pale kinds have been flat, and the value has given way 2s. per cwt., good ordinary closing at 82s. Quotations are:—Plantation triage 81s. to 93s., common to fine coloury small 97s. to 101s., low middling 101s. 6d. to 104s., middling 104s. 6d. to 106s. 6d., good middling to fine middling bright 107s. to 111s., good to fine bold 112s. to 119s., choice 120s. to 121s., pea-berry 110s. to 115s. 6d.; Native, small and broken 70s., good small 77s. to 77s. 6d., good ordinary to fine ordinary 82s. to 82s. 6d., pea-berry 86s. The only sale of other East India has been 500 bags Manila, fine Zamboanza at 81s. 6d. to 82s.

The Dutch Trading Company have announced their next public sale for the 21st inst., when 104,806 bags Java will be offered, against 83,422 bags in 1876.

CHINA SUGAR.—A good business has been done during the week in Swatow sugar, about 12,000 bags having been sold, very low to fair Native 17s. 6d. to 18s. 6d. Nothing has been done in Hainan or Siam kinds.

COTTON.—The market has been in an extremely flat state, owing to continued and unexpectedly heavy receipts at United States ports, which has caused some pressure to sell, and prices have consequently declined. In East India business becomes more and more unimportant, and the few sales made show a decline of ½d. per lb.; whilst American for delivery, in which considerable speculative contracts have been made, has declined ½d. to 5-16d. per lb., but closes firmer. Quotations are:—Tinnivelly, 5 11-16d. to 6d., good fair to good; Western Madras, 5½d. to 5¾d., fair to good fair; Bengal, 4 15-16d. to 5½d., fair to good fair; Rangoon, 5½d. to 5¾d., good fair to good.

CHINA TALLOW.—57 casks were either bought in, good at 41s., or withdrawn.

CARDAMOMS.—6 cases long Ceylon partly lean and shelly and slightly mouldy sold at 3s. to 3s. 1d.

CHINA STRAW PLAIT.—At auction 701 bales met a moderate demand, and 250 bales sold at easier rates; white coarse wide to medium £7 17s. 6d. to £9 5s., good medium to good £10 15s. to £18 10s., fine to superior narrow bright £19 to £23 15s., with two lots at £35 10s. to £40, mottled £5 12s. 6d. to £8 10s., one lot £9 17s. 6d., black and white coarse £9 to £10 5s., medium to good £12 to £17 15s., fine £22 5s., black and white rustic £9 5s. to £10 2s. 6d., brown and white £10 to £20 10s. per bale.

CHINA FEATHERS.—Of 174 packages 7 bales sold at 4d. to 7d., the remainder being bought in at 4½d. to 11d.

COCONUT OIL has been without animation. Cochin is quoted £12, Ceylon £36 10s. to £37, according to packages.

CHINA PRESERVES.—Ginger continues in large supply, but at auction 980 cases of fresh import met a good demand, and 930 cases sold at full rates to ½d. advance. 759 cases Mansing large jars at 5½d., Sam Shing 5d. to 5½d., and 20 cases Cutniquats at 7½d. per lb. 26 cases Kurrahee Condiments partly sold, Curry Powder, &c., at 40s. to 43s. per case.

CHINA SOY.—25 casks sold at 1s. 7d. per gallon.

CUTCH.—At auction 503 boxes fine Pegu, just arrived, were sold at a further decline of 6d., chiefly Fish over N and B mark at 26s to 26s. 6d. per cwt.

GAMBIR.—The market continues in a weak state, and prices are again easier, 100 tons just arrived having been sold at 19s. 6d. ex ship, all faults also for arrival; 50 tons January-February, and 50 tons March-April, shipment sold at 20s. At public sale 373 bales Cubes sold steadily, dark at 26s., fine mixed pale and dark 27s. to 27s. 6d. per cwt.

GLASS.—108 cases China bought in at 58s., fine worked 70s.

GUM BENJAMIN.—30 cases Sumatra seconds sold, good fair rather mixed with dark at £9 to £9 7s. 6d., middling mixed at £6 10s. to £6 12s. 6d.

ISINGLASS.—The monthly public sales held on the 13th inst. consisted chiefly of East India, of which the good supply offered met a steady demand, and was nearly all sold; Bombay tongue rather irregularly and occasionally 1d. lower, bladder pipe at full rates to rather dearer, cake at previous prices; Penang tongue and leaf sold steadily for common, but about 4d. lower for good, but cake at firmer rates. The moderate quantity of Brazil sold 2d. cheaper for fine lump but at full rates for all other kinds. Of Penang 62 cases 27 bags were nearly all sold, good pale tongue at 4s. 5d. to 4s. 6d., medium at 4s. 3d. to 4s. 4d., low and ordinary dark at 3s. 6d. to 4s., good pale leaf at 4s. 9d. to 4s. 11d., medium at 4s. 4d. to 4s. 8d., low and ordinary at 3s. 6d. to 4s. 1d., cake at 2s. 1d. to 2s. 4d.; 22 bales Japan manufactured were bought in at 1s. 5d. to 2s. per lb.

JAPAN WAX.—Privately about 300 cases fair to good quality have been sold at 43s. to 45s. per cwt. At the public sales 428 cases met a moderate demand, and 100 cases found buyers at easier rates, middling yellow squares 41s., good bold ditto 43s. to 43s. 6d., good yellow saucer 43s.

JAPAN SOY.—55 cases bought in at 40s. per case.

ORCHILLA.—29 ballots Ceylon offered were bought in at 50s.

PEPPER.—Black continues extremely dull. Privately about 400 bags have been sold, Penang at 3½d., Singapore at 3½d., and at public sale 1,643 bags were chiefly sold at a further reduction of 1-16d. per lb.; of 1,221 bags Penang 900 bags sold, sound at 3½d. to 3½d., first and second-class sea-damaged at 3½d. to 3½d.; 229 bags Singapore were bought in at 4½d. White also continues flat; and at auction prices declined ½d. per lb. 172 bags Singapore being sold at 6½d. to 6½d. for brownish, and 6½d. for fair, and 112 bags Penang bought in at 6½d. per lb.

PLUMBAGO.—75 barrels Ceylon sold at about previous prices, ordinary dull small lump 10s. 6d., good bold chips 10s., common to good bright dust 7s. 6d. to 8s. per cwt.

RHUBARB.—Of 42 cases China offered, 29 cases sold, good rather mixed at 3s. 6d., good fair at 3s., and middling to fair rather mixed at 1s. 4d. to 2s. 8d.

RICE.—Although the demand for new crop cargoes is moderate importers are unwilling sellers, and the market is firm. On the spot 3,500 bags new white Bengal, just landed, have been sold at 12s. 4½d., 6,500 bags old white table Bengal at 11s., and 800 bags Askoolie at 10s. 1½d.; also 2,500 bags old Bassin at 9s. 10½d. The floating cargo per Lady Clare (steamer), 1,300 tons Rangoon, nearly due, has been sold at 10s. 1½d., ex ship London; also the cargo, per Osburgha, 473 tons Japan, October sailing, at 11s. for the Continent.

SPICES continue extremely quiet. Cassia Lignea: 1,100 cases unworked were all bought in at 53s. Cinnamon Chips: 32 bags Ceylon sold at 4½d. to 4½d. Mace: 1 case good bright Penang sold at 2s. 6d.; 4 casks red Java bought in at 1s. 10d. per lb.

SAGO.—Only 160 bags were offered by auction this week, and were all bought in, small at 17s., good large at 21s.

STICKLAC.—75 chests Siam bought in at 56s.

SPANWOOD.—18 tons Manila offered were bought in at £6 10s.

TAPIACA.—244 bags bold Malacca sold at 2½d., one lot at 2½d. Pearl: 22 bags large sold without reserve at 21s. 6d.

TIN.—The market has exhibited little or no animation. Straits has changed hands at £71 to £72 on the spot, and at £72 for forward delivery, closing with sellers on the spot at £71 10s. The Dutch Trading Company's next public sale has been announced for the 28th inst., when 23,500 slabs of Banca will be offered.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

There is again nothing to report as regards the Manchester Market but dullness and inactivity. The inquiry from all sides has been slow and of very limited extent, and there has been an exceedingly quiet market. The reductions in prices obtainable so far have failed to tempt buyers to depart from the abstentive policy that has lately characterised their operations. Quotations must be considered almost nominal; the better qualities of Shirtings are still firmly held, and for lower descriptions there have not been transactions of sufficient extent to ascertain the concessions producers would actually submit to. Those producers who are still under engagement continue opposed to reductions, hence there is more irregularity in values than has been the case for some time.

QUOTATIONS FOR CHINA GOODS.—F.O.B. IN LIVERPOOL.

GRAY SHIRTINGS, in bales of 50 pieces. 38½/39 yards ss.

Chop.	Width	39 in.	39 in.	39 in.	39 in.
	Weight	5 4	6 0	7 0	8 4
Open	Ordinary	s. d.	s. d.	s. d.	s. d.
Tree	Good Ordinary	4 9½	5 5 3-16	5 6½	6 8½
Pillar	Low Middling	4 11½	5 6 11-16	5 11½	7 1
Leaf	Middling	5 2½	5 8 3-16	6 3½	7 10
Pagoda	Good Middling	5 3½	5 11 3-16	6 6½	7 11½
Ostrich	Good	5 6½	6 0 11-16	7 0½	8 1
Horse & Jockey	Very Good	5 9½	6 6 11-16	7 3½	8 5½
Hand & Branch	Best	6 3½	7 0 11-16	7 11½	8 11½

Chop.	Width	44½ in.	44½ in.	44½ in.	44½ in.
	Weight	7 0	8 0	9 0	10 0
Open	Ordinary	s. d.	s. d.	s. d.	s. d.
Tree	Good Ordinary	6 6½	7 4	8 1½	9 8½
Pillar	Low Middling	6 8½	7 8½	8 7½	9 11½
Leaf	Middling	6 9½	7 11½	8 11½	10 1½
Pagoda	Good Middling	6 11½	8 1½	9 3½	10 4½
Ostrich	Good	7 0½	8 2½	9 5½	10 13½
Horse & Jockey	Very Good	7 2½	8 4	9 7½	10 14½
Hand & Branch	Best	7 3½	8 7	9 10½	10 15½

MADAPOLLAMS, in bales of 150 pieces. 24 yards ss.

Chop.	Width	32 in.	32 in.	32 in.	32 in.
	Weight	2 8-10x10	3 0-12x12	3 14-14x14	3 14-14x14
Open	Ordinary	s. d.	s. d.	s. d.	s. d.
Tree	Good Ordinary	2 4 11-16	2 11½	2 11½	2 11½
Pillar	Low Middling	2 6 3-16	2 11½	2 11½	2 11½
Leaf	Middling	2 6 11-16	3 0½	3 0½	3 0½
Pagoda	Good Middling	2 7 11-16	3 0½	3 0½	3 0½
Ostrich	Good	2 8 11-16	3 1½	3 1½	3 1½
Horse & Jockey	Very Good	2 9 11-16	3 2½	3 2½	3 2½
Hand & Branch	Best	2 10 11-16	3 3½	3 3½	3 3½

GRAY JACQUETS, in bales of 150 pieces. 24 yards ss.

Chop.	Width	32 in.	32 in.	32 in.	32 in.
	Weight	3 1-12x12	3 6-8-14x14	3 12-14x14	3 12-14x14
Open	Ordinary	s. d.	s. d.	s. d.	s. d.
Tree	Good Ordinary	3 8 1-32	3 2 1-32	3 7 10-32	3 7 10-32
Pillar	Low Middling	3 9 1-32	3 3 1-32	3 8 3-32	3 8 3-32
Leaf	Middling	3 10 1-32	3 4 1-32	3 9 3-32	3 9 3-32
Pagoda	Good Middling	3 11 1-32	3 5 1-32	3 10 3-32	3 10 3-32
Ostrich	Good	3 12 1-32	3 6 1-32	3 11 3-32	3 11 3-32
Horse & Jockey	Very Good	3 13 1-32	3 7 1-32	3 12 3-32	3 12 3-32
Hand & Branch	Best	3 14 1-32	3 8 1-32	3 13 3-32	3 13 3-32

GRAY T-CLOTHS, in bales of 50 pieces. 24 yards ss.

Chop.	Width	32 in.	32 in.	32 in.	32 in.
	Weight	6 0	6 0	6 0	6 0
Open	Ordinary	s. d.	s. d.	s. d.	s. d.
Tree	Good Ordinary	4 6½	5 2 1-16	5 2 1-16	5 2 1-16
Pillar	Low Middling	4 8	5 3 9-16	5 3 9-16	5 3 9-16
Leaf	Middling	4 11	5 8 3-16	5 8 3-16	5 8 3-16
Pagoda	Good Middling	5 3½	6 0 9-16	6 0 9-16	6 0 9-16
Ostrich	Good	5 6½	6 3 9-16	6 3 9-16	6 3 9-16
Horse & Jockey	Very Good	5 9½	6 6 9-16	6 6 9-16	6 6 9-16
Hand & Branch	Best	6 2½	6 9 9-16	6 9 9-16	6 9 9-16

COTTON YARN, CHINA QUALITIES, in bales of 400 lbs.

Common	...	...	...	...	...
Fair Seconds	...	...	...	...	...
Good do.	...	...	...	...	...
Best do.	...	...	...	...	...
Mock Water	...	...	...	...	...
Do.	...	...	...	...	...
Do.	...	...	...	...	...
Do.	...	...	...	...	...
Do.	...	...	...	...	...

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar. 1	Londborough	Williams	Anjer	New York
6	Lord Macaulay	—	Hong Kong	Cardiff
7	Alcester	Frail	Chefoo	Do.
7	Dale (s.)	Thompson	Hangkok	Leith
9	Phillips v. Marnix	Prins	Java	Flushing
9	Friesland (s.)	Dik	Batavia	Southampton
9	Ariadne	—	Amoor	Bever*
10	Henry Sempe	Fockemberge	Saigon	Havre
10	Sir Lancelot	Hopburn	Shanghai	London
11	Deucalion (s.)	Brown	Do.	Liverpool
12	Otago	—	Java	Newcastle
12	Glencraig (s.)	McBain	Shanghai	London
12	Dorunda (s.)	Templeton	Colombo	Do.
13	County of Elgin	—	Batavia	Glasgow
13	Golden Spur	Farrell	Hong Kong	Cardiff
13	Black Prince	—	Java	Newcastle
13	Dorothy	—	Singapore	Shields
14	Gloria (s.)	Larrinaga	Manila	Liverpool

* After repairing.

PASSED SUEZ CANAL.

Date.	Steamer.	From	For
March 10	Glenroy	Shanghai	London
11	Meurs Castle	London	Shanghai
11	Java	Southampton	Batavia
11	Prins van Oranje	Batavia	Nieuwe Diep
13	Prins Hendrik	Southampton	Batavia
13	Glencarn	London	Shanghai
13	Achilles	Shanghai	London
15	Thingvalla	Cardiff	Hong Kong
15	Anchises	Liverpool	Shanghai
15	Feronia	Hamburg	Do.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar. 4	Kate (s.)	Woods	Colombo	Trieste
5	Florence	Smith	Singapore	Marseilles
6	Meggie Dixon	Mann	Batavia	Falmouth
6	Tarquin	Wriedt	Sourabaya	Do.
7	Graute City	Ellis	Java	Greenock
7	City of Oxford (s.)	Gordon	Rangoon	Liverpool
8	Whiteadder	Betham	Hong Kong	Falmouth
8	Aldebaran	Paterson	Sourabaya	Do.
8	Ellen Francis D.	Gauch	Batavia	Sandy Hook
9	Martha Brockelman	Kluch	Hong Kong	London
9	Mr. Jacob v. Lennep	Beckman	Batavia	Amsterdam
9	Ary Scheffer	Vliedorp	Samarang	Do.
9	Auriga	Alderton	Do.	Do.
9	Mandarin	Forth	Maulmain	London
9	Caroline Gray	Pearse	Samarang	Falmouth
10	Hugo	Ohrt	Batavia	Do.
10	Minko	Knight	Samarang	Havre
10	Friton	Launermann	Penang	London
10	Barbadian	McMillan	Banjocwangie	Greenock
10	Kishon	McDonald	Hong Kong	Falmouth
10	Baronv. P. v. Rosendael	Vrymen	Batavia	Amsterdam
10	Trinidad	Weir	Java	St. Nazaire
11	Robert Porter	Goodell	Do.	Falmouth
11	Java Packet	Trappen	Batavia	Amsterdam
11	Batavia	Oeykes	Do.	Do.
11	Berhice	Taylor	Sourabaya	Greenock
11	G. G. Pendleton	Gilmore	Do.	Do.
11	Eugenie	Koch	Batavia	Do.
11	Holland (s.)	Juski	Do.	Marseilles
12	Sofala	Burgess	Maulmain	Liverpool
12	Hughly	Frost	Hong Kong	New York
12	Johan. Sverdrup	Petersen	Do.	Do.
12	Cremona	Gore	Yokohama	Do.
13	Joachim Christian	Mangels	Hong Kong	London
13	Daggy	Christophersen	Batavia	Falmouth
13	Joseph Haydn	Kruse	Zebu	Liverpool
13	Banion	Grandin	Manila	Do.
13	Fratelli Gaggino	Pagliano	Singapore	Do.
13	Stavanger	Tradgarth	Rangoon	Do.
13	Felicia	Hennett	Batavia	Havre
13	Scumseh	—	Shanghai	Queenstown
14	Black Prince	—	Do.	London
14	Diomed (s.)	Jackson	Do.	Do.
14	Aline	McBride	Java	Queenstown
14	Kosmopolit III.	Dienake	Batavia	Rotterdam
14	Liberal	Wierix	Do.	Do.
14	Alblasserdam	Willemse	Samarang	Do.
15	Fasan	Sandberg	Hong Kong	London

See Shipping Postscript and Correspondents' Letters.

SPOKEN.

TEMPLAR, Singapore to London, Jan. 1, 32 S., 32 E.
 NEW ERA, Cardiff to Hong Kong, Jan. 9, 30 S., 26.30 W.
 JOHN NICHOLSON, New York to Shanghai, Jan. 27, 8.11 S., 31 W.
 PERUVIENNE, Bordeaux to Batavia, Feb. 4, 3.42 N., 25.35 W.
 EMILIO V., Cardiff to Singapore, Jan. 27, 6 N., 24 W.
 KITTY, Batavia to Amsterdam, Feb. 10, 4 N., 25 W.
 LIEUT.-GENERAL SWIETEN, Batavia to Rotterdam, Feb. 12, 6 N., 20 W.
 MINA, Batavia to Queenstown, Feb. 16, 16 N., 32 W.
 MARIE, Formosa to London, Jan. 17, 33.17 S., 20.40 E.
 THYATIRA, Amoy to New York, Feb. 11, 34 S., 20 E.
 VIRGINIA, Hong Kong to London, Feb. 11, 5 N., 26 W.
 OFFERTON, Sunderland to Galle, Feb. 25, 35.16 N., 16.20 W.

CASUALTIES.

ROTTERDAM.—March 12, the Java Packet, Trappen, arrived at Nieuwe Diep from Batavia, sustained damage to bows during heavy weather off the Cape of Good Hope.

NEW YORK.—March 12, the Bethany, Hong Kong to this port, is ashore at Hereford Inlet. The tide flows in and over her. All the cargo will probably be saved, but the hull will probably be a total loss. The Scotia (barque), Duncan, arrived here from Manila, experienced heavy W. and N.W. gales off the Cape, and a succession of gales from lat. 25, split sails and stove bulwarks. The Lucia, of London, Crowley, arrived here from Hong Kong, reports that in lat. 24, long. 65, she experienced very unsettled weather, the wind veering all round the compass and blowing with hurricane violence; sustained slight damage about deck and blew away lower maintopmast.

MAURITIUS.—(By Telegraph dated Aden, March 14.)—The William Fruing (barque), from Ilo Ilo for Channel, f.o., has put in here leaky, with loss of mainmast, mizentopmast, and boats, with bulwarks stove in, and with foremast sprung; by order of the surveyors she is discharging her cargo for survey. The Rowena (British brig) has put in leaky, with bulwarks stove, and decks swept; she is discharging her cargo for survey; also the Taitsing (of Greenock), with bulwarks and stanchions damaged, and having jettisoned portion of cargo; must go into dock for survey and repairs.

CAPE TOWN.—(By Telegraph dated Madeira, March 13.)—The Brothers German (barque), from Singapore for New York, put in here Feb. 19 with loss of main and mizen topmasts, and with damage to bulwarks.

MISCELLANEOUS.

MILFORD.—March 7, the Corea, from Liverpool for Batavia, which put in here March 4 leaky, is discharging for repairs.

TABLE BAY.—Sailed, Feb. 7, Lizzie Barry, for Maulmain; 11, Aldythia, for Guam, P. C. Petersen, for Maulmain, Stella B., for Rangoon.

PORT ELIZABETH.—Feb. 1, a final survey has been held on the Othello, Gulland, from Akyab for Falmouth, now at anchor in the bay, and the surveyors report her as unseaworthy and irreparable here; the master intends to abandon her.

ALGOA BAY.—Sailed, Feb. 11, Eigen, for Akyab; Mary; 12, Destino, both for Guam.

EAST LONDON.—Sailed, Feb. 2, Leading Star, for Guam; 3, Janet Forbes, for Galle.

PORT ALFRED.—Sailed, Jan. 31, Carrie Dingle, for Guam.

NATAL.—Sailed, Jan. 22, Merchantman; Feb. 4, Fyde, both for Guam.

ILLO ILO.—Jan. 16, 4,500 piculs of sugar, landed in a damaged state ex Monarchy barque, have been sold by auction at an average of \$3 7½c. per picul; the decks, waterways, stanchions, and combings of the Coldstream are to be calked, and the vessel to be horsed and calked from copper to gunwale. The repairs recommended on Dec. 4 are being proceeded with. The hemp discharged from the vessel will be surveyed, and it is supposed that about 200 bales will be sold as damaged; a quantity will have to be re-pressed. The cargo in the lower hold has been reported undamaged if properly dunnaged.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Yokohama, and Hiogo: Candia, Teviot, Elgin. For Penang, Singapore, Hong Kong, and Shanghai: Scindia, Glenfinlas, Stad Amsterdam.

SAILING VESSELS.—For Hiogo: Sir William Wallace, Eme, Pauline. For Shanghai: Duke of Abercorn, Corea. For Hong Kong: Commissary, Scindia, Kaisow, Melbrek, James Shepherd. For Batavia: Valero, Edmund Gressier. For Singapore: W. E. Gladstone, Lochleven Castle. For Penang: Celano. For Colombo: Pembrokehire.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.), Priam (str.). For Hong Kong: C. W. Cochrane, Henry S. Sanford. For Batavia: Strassburg. For Anjer: Longfellow. For Galle: Janet Cowan.

At GLASGOW.—For Shanghai: Isle of Erin. For Manila: Minko. For Singapore: Cape Race, Huntly Castle. For Colombo: Ben Macdhui.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meat. To Hiogo: 50s. weight, 50s. meat. To Nagasaki: 60s. weight, 65s. meat. To Shanghai: 40s. weight, 40s. meat. To Hankow: 60s. weight, 60s. meat. To Hong Kong: 40s. weight, 40s. meat. To Singapore: 40s. weight, 40s. meat. To Penang: 40s. weight, 40s. meat. To Colombo: 30s. weight or meat. To Batavia: 60s. meat. To Samarang: 70s. meat. To Sourabaya: 70s. meat.

Per SAILING VESSELS.—To Yokohama: 30s. weight, 30s. meat. To Hiogo: 35s. weight or meat. To Shanghai: 30s. weight, 20s. meat. To Hong Kong: 25s. weight, 20s. meat. To Singapore: 22s. 6d. weight, 20s. meat. To Penang: 20s. weight, 20s. meat. To Batavia Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meat. To Colombo: 25s. weight, 22s. 6d. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Yokohama: £30. To Shanghai: £30. To Hong Kong: £25. To Singapore: £23. To Penang: £23. To Colombo: £20. To Galle: £18. To Batavia and Sourabaya: £19.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 30s. To Shanghai: 31s. To Hong Kong: 28s. To Manila: 25s. To Singapore: 23s. To Colombo: 20s. To Galle: 22s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 22s. 6d. To Shanghai: 25s. To Singapore: 16s. To Batavia and Sourabaya: 18s. To Galle: 26s.

INSURANCE.

	Mails.				First-class steamer.				Sailing.		
	In Tar.	In Tin.	F.Pa.	s. d.	In Tar.	In Tin.	F.Pa.	s. d.	In Tin.	F.Pa.	s. d.
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.				
Penang.....	25 0	17 6	15 0	{	35 0	23 6	20 0	{	27 6	25	{
Singapore.....			to 17 6		40 0	27 6	25 0			40 0		35
Colombo.....			to 17 6	{	45 0	32 6	25 0	{	40 0	35	{
Hong Kong.....	35 0	27 6	25 0				to 30 0				
Shanghai.....	40 0	32 6	30 0	{	50 0	37 6	30 0	{	45	40 0	{
Yokohama.....	40 0	32 6	30 0		50 0	42 6	to 30 0			45	
		25 0				0					

GENERAL SHIPPING NEWS.

SALE OF MESSRS. ROBERT NAPIER AND SONS SHIPBUILDING YARD.—The extensive marine engineering works and shipbuilding yard at Govan, Glasgow, with all the buildings and fixed tools and machinery, belonging to Messrs. Robert Napier and Sons, engineers and shipbuilders, and the goodwill of their business were sold on the 14th inst. in the Faculty-hall, Glasgow. The upset price was £250,000. The property was knocked down to Dr. Anderson Kirkwood for a client. The competition lay between the purchaser and the Clyde Navigation Trustees, who desired to secure the ground for the extension of their works. The firm of Napier and Sons was founded about fifty years ago by Mr. Robert Napier, who had previously carried on business as a blacksmith in Glasgow. Mr. Napier constructed his first marine engine in 1823, and in 1836 he built two ships for the East India Company. His first contract for Her Majesty's Government was obtained in 1840, and so much satisfaction did the engines give that many similar orders followed. Along with Sir Samuel Cunard Mr. Napier projected the now celebrated Cunard Line, and built its first ships, to which many have been since added from the same yard. Messrs. Napier and Sons constructed for the British Navy the Erebus, Black Prince, Hector, Audacious, Invincible, Hotspur, and Northampton, all armour-clad vessels, representing a tonnage of 26,938 tons, the engines representing 5,450-horse power. The Messrs. Napier were also extensively employed by private shipowners, and vessels built by them are to be found in all quarters of the globe.

PROSECUTION BY UNDERWRITERS.—The Lord Chief Justice has been engaged at the Bodmin Assizes with the trial of John Hooper Carlines, master mariner, charged with feloniously casting away and destroying the brig Thermutis, of which he was master. The ship belonged to Brixham, and the prosecution alleged that she was overinsured in a Brixham club, and that her freight was overinsured in Lloyd's. In November last she sailed from Cardiff with coal for Demerara, being in excellent condition, well found, and not overloaded. About 150 miles

west of Scilly the prisoner put back for Falmouth, although his ship was in no way damaged. Soon after, however, the ship did leak, but not more than the pumps could keep under. Arriving off the English coast the prisoner, instead of running for Falmouth, anchored in Penven-ton Bay. The weather was not rough, and without using the pumps the prisoner and his crew left her. After standing by the ship for a few hours the prisoner again went on board, got her head put for the shore, slipped the cable, and deliberately setting her running on the rocks, left her. The ship, however, headed round for the Bristol Channel. The prisoner again boarded her, set her head to land, once more steered himself until she was within a quarter mile of shore, and within five minutes of his leaving her she was on the rocks a total wreck. The jury found the prisoner guilty, and the Lord Chief Justice sentenced him to fourteen years' penal servitude.

THE SUEZ CANAL.—The receipts from shipping during the month of February amounted to £3,150,000, against £2,555,409 in the same month of 1876, and £2,683,966 in 1875. The number of vessels which passed through the Canal during the month was 162 in 1877, 130 in 1876, and 151 in 1874. In the first two months of the year there was an increase of 29 vessels and £632,350 compared with 1876, and of 22 vessels and £984,070 in 1875. It is remarked as a sign of a revival in trade that during the month of January last 92 vessels went from the Mediterranean through the Canal to the East, against 47 only returning from the Red Sea to Port Said. Of the 92 vessels bound eastward 9 were in ballast going to take cargo in Indian ports, generally to Calcutta or Kurrachee, steam tonnage being in good demand in the different ports. In January 11 steamers, of which 9 were English, passed through the Canal for the first time. Five steamers made the passage with a draught of over 7 metres (23 feet) of water. The average passage of each was 18 hours 40 min. On the 28th February 495 vessels were loading or on their way to the Canal; they consisted of 121 from Europe to Asia, signalled with date; 69 from Asia to Europe, also signalled with date; 133 vessels announced but without date, and 172 which had passed from the Mediterranean to the Red Sea and not yet returned.

THE CASTALIA.—The steamer Castalia has made a trial at Dover of the "Aston patent disc-blade paddle-wheel." The paddles of these disc-blades are straight narrow metal blades, a few inches wide, and when fixed upon the spoke of the wheel resemble a huge pair of old-fashioned parallel rules, separated on their hinge just sufficiently wide apart to allow the iron to be fastened on to the spoke itself. The Castalia attained an average speed of little under eleven knots an hour. This is a gain of nearly two knots an hour over the average of her working speed, nine-two, for her last forty-six voyages—twenty-three each way—taking her course as twenty-two and a-half statute miles.

The steamer Consolation, recently chartered for a voyage to the Amoor, was built in 1873 by Messrs. Aitken, of Glasgow, owned by Messrs. McGregor of Leith; her length is 242 feet, breadth 30 feet 5 inches, depth 15 feet 9 inches, tonnage 768 tons, with engines of 150-horse power; last voyage was from Pillau to London; she discharged in the Millwall docks, and left for Antwerp and Hamburg on the 11th inst., under the command of Captain Roper; from thence she will proceed to the Amoor.

SMUGGLING BY CHINESE.—At the Thames Police-court, on the 10th inst., three Chinamen, named Aplon, Ap Kuang, and Ap Sing, firemen on board the steamer Glengyle, lying in the West India dock, were charged with possession of 17 lbs. of cavendish tobacco, of foreign manufacture, which was liable to seizure and customs' duty. The magistrate fined each of them £5 3s. 6d., and in default of payment 14 days' hard labour.

The Colonial wool ship Hesperides, with 5,444 bales of wool on board, and upon which high premiums were being paid at Lloyd's, has arrived in the Channel, from South Australia, having been at sea over 123 days.

The Board of Trade inquiry into the stranding of the ship Ethel, of Plymouth, on the 27th February, has terminated in the suspension for three months of the master and the mate.

NEW SEASON'S TEAS.

The following steamers are expected to be in China ready for the first of the new season's teas:—

GLEN LINE.		HOLT'S LINE.		Cairnsmuir
Glencagles		Antenor		
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211 bales fungus	3000 cs. coal oil
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17 tons hay	

CARGO PER "LANDSBOROUGH," FROM NEW YORK FOR ANJER, FEB. 28.

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CARGO PER "HOLDEN," FROM NEW YORK FOR ANJER, MARCH 2.

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o'clock precisely. The Drawing will be in the presence
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For the Oriental Bank Corporation, Agents for the
Loan. P. CAMPBELL, Chief Manager.
15th March, 1877.

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OVERLAND ROUTE
via the SUEZ CANAL.—The PENINSULAR and ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	U.P.	...	...
* Khedive	3,742	600	Mar. 22	Mediterranean. Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, & Queensland.
Thibet	2,593	400	Mar. 29	Mediterranean. Aden, Bombay.
Bokhara	2,932	450	April 5	Mediterranean. Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Surat	3,141	530	April 19	Mediterranean. Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE
via ITALY.—The PENINSULAR and ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

From Venice to Alexandria ... Every Friday.
Brindisi ... Monday.
For full particulars apply at the Company's Offices, 132, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

COLOMBO.—The PENINSULAR and ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

OVERLAND ROUTE
via MARSEILLES and SUEZ CANAL.—Under contract with the French Government for the conveyance of the Mails to INDIA, CHINA, JAPAN, BATAVIA, REUNION, and MAURITIUS.
The MESSAGERIES MARITIMES COMPANY will despatch their steamers from MARSEILLES via the Suez Canal every alternate Sunday at 10 A.M., beginning on Sunday, the 5th of November.
Passengers eastward of Suez securing their berths in London are entitled to the free conveyance of their luggage to Marseilles, as explained in the Company's handbook.
For Passage, Rates of Freight, and Particulars see the Company's handbook, and apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West End Sub-Agency, 51, Pall-mall, S.W.

CHINA and JAPAN.—PASSENGER NOTICE.—S.S. VOLGA, one of the fleet of the MESSAGERIES MARITIMES DE FRANCE, direct from LONDON, 31st March, loading in Victoria Dock. Carries Surgeon and Stewardess.
For first, second, and third-class passenger rates apply to the Company's Office, 97, Cannon-street, E.C., or to GELLATLY, HANKEY, SEWELL, and Co., 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

SPECIAL NOTICE.
MESSAGERIES MARITIMES DE FRANCE. London Agency, 97, Cannon-street, E.C.—On Saturday, the 31st of March, the Company's Mail Steamer VOLGA, 1,502 tons register, 280-h.p. nominal, will be despatched as an extra steamer from LONDON (Victoria Docks), to YOKOHAMA, via Suez Canal, calling at GIBRALTAR, PORT SAID, ADEN, COLOMBO, or GALLE, SINGAPORE, and HONG KONG (where she will tranship passengers and goods for SHANGHAI).
For Freight and Passage apply at the Company's office, 97, Cannon-street, E.C.; or to Messrs. GELLATLY, HANKEY, SEWELL, and Co., 109, Leadenhall-street, E.C.; and 51, Pall-mall, S.W. For Specie shipments apply to the Company's Agent, 97, Cannon-street, E.C.

TRIESTE ROUTE FOR INDIA, ALEXANDRIA, CONSTANTINOPLE, SMYRNA, PORTS IN THE LEVANT, &c.—The AUSTRIAN LLOYD'S STEAMERS leave Trieste weekly.
For dates of sailing and all particulars apply at the offices, 127, Leadenhall-street, or at No. 14, Waterloo-place, London, S.W., and 4, Oriental-buildings, Southampton.
HICKIE, BORMAN, and Co., Agents.

BATAVIA-NEDERLAND STEAMSHIP COMPANY (the only line of steamers under special mail contract with the Netherlands Government).
The following well-known Clyde-built mail steamers will be despatched on the undermentioned dates from SOUTHAMPTON, to PADANG, BATAVIA, SAMARANG, and SOERABAYA, calling at Naples, taking cargo also for all transhipment ports:—
MADURA, 2,500 tons, March 29.
PRINSESS AMALIA, 5,500 tons, April 10.
PRINSESS VAN ORANJE, 5,400 tons, May 1.
Fares:—First Class, 28s; Second Class, 23s.
For Freight and Passage apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

BATAVIA from LONDON.—NEDERLAND STEAMSHIP COMPANY (only line under special mail contract with the Netherlands Government). The well-known Clyde-built mail steamer KONING DER NEDERLANDEN, 3,000 tons, 500-horse power (nominal), will leave LONDON for BATAVIA (via Naples), on Monday, March 19, taking cargo for all transhipment ports. Passage fares, 28s and 23s.
Apply to JAMES RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

SHAW, WILLIAMS, and CO.
will despatch the following high class vessels as under:—

Ports.	Vessel.	Class.	Tons.	Dock.	Sailing.
Pen., Sing., H. Kong, & Shanghai	Ambrosia	90 A1	993	S.W.I.	Mar. 25
Ditto	Mikado	100 A1	1093	S.W.I.	April 10
Hong Kong, Seindia	*AA1	594	S.W.I.	With des	
Hong Kong, Melbourne	Al 15 yr.	870	S.W.I.	To follow	
Hong Kong, Birker	100 A1	1008	S.W.I.	To follow	
Shanghai	Corea	Al 14 yr.	581	S.W.I.	To follow

For Freight apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via the Suez Canal.—Last Shipping Day, 25th March

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The splendid full-powered screw steamer AMBROSIA, 90 A1, 966 tons register, 180-horse power nominal, W. J. Brown, commander: South-West India Docks. This fine steamer has elegant accommodation for passengers, including cabin fittings, bedding and linen.
For Freight or Passage apply to the owners, Messrs. G. JINMAN and Co., 110, Cannon-street; or to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, London, E.C.

GREEN LINE OF STEAM PACKETS.—INDIA, CHINA, and JAPAN.—The undermentioned powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on the advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfinlas	100 A1	2,120	530	Mar. 24
Glenfalloch	100 A1	2,126	275	To follow
Glenrov	100 A1	2,121	250	To follow
State of Louisiana	100 A1	1,869	240	To follow
Glenartney	100 A1	2,106	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenearn	100 A1	2,139	330	To follow
Glenorchy	100 A1	2,748	400	To follow
Glenzyle	100 A1	1,676	200	To follow
Glenegles	100 A1	2,500	530	To follow

For terms of Freight and Passage apply to McGRAW, Gow, and Co., No. 1, East India-avenue, London, E.C.

GELLATLY, HANKEY, SEWELL, and Co. regular line of steamers, via SUEZ CANAL, to PENANG, SINGAPORE, JAVA, SAIGON, CHINA, and JAPAN.

Ports.	Ship.	Class.	Tons.	Dock.	Sailing.
Pen., Sing., Hong Kong, Yokohama, and Hio-go	Elgin	100 A1	1307	V.I.D.	Mar. 20
Do.	Lorne	100 A1	1614	V.I.D.	To follow

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenchurch-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. To sail 20th March.
FOR YOKOHAMA and HIOGO, calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamer ELGIN, 100 A1, 889 tons register, 1,391 tons gross register, 150-horse power nominal, 750-horse power effective, ALEXANDER MILLAR, Commander; loading in the Victoria Docks. This fine full-powered steamer, owned by Messrs. John Warrack and Co., is well known in the China trade.
For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenchurch-street, Liverpool; Bridge-water-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

CHINA.
The following SLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong, Kaisow	...	Al 16 yr.	E.I.D.	With des.
Hong Kong, James Shep	...	Al 14 yr.	W.I.D.	With des.
Shanghai	The Sir J.	Al 15 yr.	E.I.D.	With des.
Do.	Family	Al 16 yr.	E.I.D.	To follow
Yokohama	Wyo	Al 16 yr.	E.I.D.	To follow
Do.	Lothair	Al 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

BLUE DIAMOND LINE.—LONDON to SHANGHAI.—The following high-classed Vessels will be despatched, as under:—

Vessel.	Class.	Tonnage.	Dock.	Antiship-ning day.
Wigton	A 100	727	W.I.	March 19
Abney Cowper	A 100	609	W.I.	April 5
Birehvale	A 100	893	W.I.	May 1
Vale of Doon	AA1	659	W.I.	To follow
Vale of Nith	AA1	657	W.I.	"
Abney Town	A 100	702	W.I.	"
Beuchlutha	A 100	970	W.I.	"

For Freight or Passage apply to the Owners, JOHN HAY and Co., 28, Brunswick-street, Liverpool, and 11, Leadenhall-street, London, E.C.

BLUE DIAMOND LINE.—ANTWERP TO SHANGHAI.

Ship.	Class.	Tonnage.	Date.
Wigton	100 A	727	Sailed
Edward Barrow	3/3 I.I.	953	With des.
A Clipper Ship	AI	...	To follow
Armanella	3/1 I.I.	915	To follow

Apply to J. P. Best and Co., Antwerp; or to the Owners, JOHN HAY and Co., 11, Leadenhall-street, London, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Singapore, H. K., & Shanghai	Altona, s.s.	90 A1	S.W.I.	With des.
Yokohama & Hio-go	Eme	Al 16 yr.	S.W.I.	With des.
Do.	Pauline	Al 11 yr.	S.W.I.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

Steam via the Suez Canal.

FOR SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent full-powered ocean steam clipper ship ALTONA, 90 A1, 1,779 tons register, 1,300-h.p. effective, 260-h.p. nominal, A. MULLER, Commander: South West India Docks. All cargo must be distinctly marked with port of destination.
For Freight or Passage apply to ROBERTSON and Co., 5, Newman's court, Cornhill, London, E.C.; and York-chambers, King Street, Manchester.

STEAM to CHINA, via SUEZ CANAL.—The following high-classed Steam and Sailing Ships will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., H. K., & Shanghai	Nankin, s.s.	100 A1	—	April 7
Hong Kong	Commissary	AI	S.W.I.D.	With des.
Shanghai	Duke of Abercorn	Al 16 yr.	S.W.I.D.	With des.

The above magnificent steamer has elegant and spacious accommodation, replete with every comfort, for first-class passengers.
For Freight or Passage apply to NORRIS and JONES, 125, Bishopsgate street Within, E.C. (corner of Cornhill)

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

Tons.	Brokers.	To Sail.
Candia, s.s.	1,982 McGregor, Gow, & Co.	Mar. 23
Glenfinlas, s.s.	2,120 Do.	Mar. 24
W. E. Gladstone	574 Wright Bros & Co.	Mar. 24
Locheven Castle	602 Do.	To follow
Gordon Castle, s.s.	1,958 Thos. Skinner & Co.	April 6

LIVERPOOL.
Ajax, s.s. — Alfred Holt Mar. 20

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MAC-TAGGART, TIDMAN, and Co., 31, Leadenhall-street, E.C.

CASTLE LINE OF STEAM PACKETS from London for SINGAPORE, HONG KONG, and SHANGHAI, with leave to call at Penang, taking goods at through rates for Java, Japan, and Eastern Australian Ports, the magnificent steamship GORDON CASTLE, 100 A1, 2,020 tons register, 255 h.p. nominal, THOS. JONES, Commander; to load in the South West India Docks. Last shipping day April 6. This splendid steamer, well-known in the China trade, has superior accommodation for passengers.
Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

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